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Gulf, Colorado and Santa Fe railway  
company.

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Annual report. 3d-4th, 1882/83-

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THIRD

ANNUAL REPORT

OF THE

GULF, COLORADO AND SANTA FE RAILWAY

FOR THE FISCAL YEAR

ENDING JULY 31, 1883.



SECRETARY'S OFFICE, GALVESTON,

September 15th, 1883.



THIRD  
ANNUAL REPORT  
OF THE  
GULF, COLORADO AND SANTA FE RAILWAY  
FOR THE FISCAL YEAR  
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SECRETARY'S OFFICE, GALVESTON,

September 15th, 1888.

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PRESENT BOARD OF DIRECTORS.

ALL OF GALVESTON.

W. L. MOODY.	HENRY ROSENBERG.
WATERS S. DAVIS.	S. HEIDENHEIMER.
JOHN D. ROGERS.	J. E. WALLIS.
GEO. SEALY.	JOHN SEALY.
H. KEMPNER.	R. S. WILLIS.
LEON BLUM.	WALTER GRESHAM.

OFFICERS.

GEO. SEALY .....	President.
R. S. WILLIS.....	Vice President.
JOHN SEALY .....	General Manager.
FRANK P. KILLEEN .....	Secretary and Ass't Gen'l Manager.
WATERS S. DAVIS.....	Treasurer.
B. M. TEMPLE .....	Chief Engineer.
J. H. CROWLEY .....	Master of Road and Transportation.
OSCAR G. MURRAY.....	Gen'l Freight and Passenger Agent.
GEO. B. NICHOLS.....	Master Mechanic.
W. H. MARTIN.....	Master Car Builder.
JOHN HILL .....	Superintendent of Bridges.

*General Offices—Galveston, Texas.*

YSA9U  
GOSH. GREN. OPA. B.  
YSA9U

CHARTER  
OF THE  
Gulf, Colorado and Santa Fe Railway Co.

CHAPTER CCXIV.

*AN ACT to incorporate the Gulf, Colorado and Santa Fe Railway Company, and to  
grant land in aid of the construction of the same.*

SECTION 1. *Be it enacted by the Legislature of the State of Texas, That J. P. Palmer, Albert Somerville, P. J. Willis, J. C. Higgins, W. H. Ledbetter, J. L. Darragh, Leon Blum, A. C. McKeen, W. K. Little, E. Sterling C. Robertson, Frank W. Latham, Thos. Allen, B. O'Connor, W. E. Scott, E. Pelot, J. S. Catlin, M. A. Bryan, Wm. Wagner, B. H. Bassett, J. W. Carroll, J. L. D. Morrison, George Lawrence, William R. Smith, N. B. Yard, C. E. Broussard, M. Kopperl and J. S. Sellers, and their associates, be, and they are hereby appointed commissioners, to open books and receive subscriptions to the capital stock of a corporation hereby created, to be styled the Gulf, Colorado and Santa Fe Railway Company.*

SEC. 2. That a majority of the commissioners shall constitute a board for the transaction of business, and shall hold meetings from time to time until directors shall be elected as provided hereinafter.

SEC. 3. That at the time of subscribing to the capital stock of this company, not less than five per centum of the amount subscribed shall be paid in.

SEC. 4. That the subscribers to the capital stock of this company are hereby created and established a body corporate and politic, under the name and style of the Gulf, Colorado and Santa Fe Railway Company; with capacity to contract; to sue and be sued; to plead and be impleaded; to have succession, a common seal; to grant and receive; to make and enforce by-laws, and perform all things necessary to maintain their rights under this act.

SEC. 5. The capital stock of this company shall be two millions of dollars, to be increased by a vote of two-thirds of the stockholders, representing two-thirds of the stock, to such an amount, not exceeding seven millions of dollars, as may be requisite to carry out the object of this company, divided into shares of one hundred dollars, each share to entitle its holder and owner to one vote in all meetings or election of stockholders, and a majority of the stock shall govern, except in cases otherwise specially provided. The said shares of stock shall be deemed personal property, transferable only on the books of the company.

SEC. 6. The direction and control of said corporation and its affairs shall be vested in a board of not less than seven nor more than thirteen directors, to be

chosen by the stockholders at an annual meeting, the first of which shall be held in the city of Galveston, whenever two hundred thousand dollars shall have been subscribed, and five per cent. thereof paid in. The principal office shall be in the city of Galveston, with the right to establish branch offices for the transfer of stock, and for Assistant Treasurer to pay interest on bonds and other purposes, in any city out of the State.

SEC. 7. A majority of the directors shall constitute a quorum to do business, and at their first meeting they shall elect a President and one Vice President. The board shall appoint a Secretary and Treasurer, and all other officers requisite to carry on the business of the company.

SEC. 8. That the said company, when duly organized, shall be, and is hereby invested with the right of locating, constructing, owning, operating and maintaining a railway, with one or more tracks and telegraph lines, commencing at the city of Galveston, thence northwesterly on the most direct and practicable route, so as to intersect the Galveston, Harrisburg and San Antonio Railway on the dividing ridge between the Brazos and San Bernard Rivers; thence on an air line, as near as practicable, to the town of Brenham, in Washington county, Caldwell, in Burleson county; thence to the town of Cameron, in Milam county, thence to the town of Belton, in Bell county; in the event that the citizens of each of said towns shall donate to said company the necessary right of way for road, switches and turnouts through said towns, and sufficient grounds for depot purposes, the depot shall be located within half a mile of the courthouse in each of said towns. Thence in a northwesterly direction through the counties of Bell, Coryell Lampasas, Hamilton and Comanche, to Comanche, in Comanche county, to Eastland county, forming a junction with the Texas Pacific Railway; thence through the border counties to Young Territory; thence, in a northwesterly direction over the most practicable route to the Canadian River, at some point on said river between the eastern boundary of the Panhandle and the one hundred and second degree of west longitude; thence up the valley of said river to the State line; thence to Santa Fe, making connection with the Denver and Rio Grande Railway, together with such turnouts, branches, sidings and extensions as the said company may deem it to their interest to construct, with the special authority to construct, own, operate, equip and maintain the following branch roads, with telegraph lines along the same.

First—The Northern branch, commencing at Temple, a station of said railway in Bell county, about eight miles in an easterly direction from Belton; thence through the counties of Bell, McLennan, Bosque, Hill, Johnson and Tarrant, to a point about three miles in a northwardly direction from the city of Fort Worth.

Second—The Eastern Branch, commencing at a point on its main line in Burleson county, about two miles north of the Yegua; thence easterly through the counties of Burleson, Brazos, Grimes and Montgomery to a point on the International and Great Northern Railway, within three miles of the Lemuel Smith 1280 acre survey in Montgomery county, with the right to purchase the Central Montgomery Railroad, with all its rights, privileges and franchises, and to own, operate, equip and maintain the same under this charter as a part of the said Eastern Branch.



Third—The North Eastern Branch, commencing at the city of Cleburne, in Johnson county; thence northeastwardly through the counties of Johnson, Ellis, Dallas, Collin, Rockwall, Hunt, Delta, Fannin and Lamar, to a point on Red River at or near the northeastern corner of said Lamar county, with the right to purchase the Chicago, Texas and Mexican Central Railroad, together with all its rights, privileges and franchises, and to own, operate, equip and maintain the same under this charter as a part of the said Northeastern Branch, with the right to construct, operate, maintain and use a branch or spur line into the city of Dallas, commencing at a point on its Northeastern Branch in Dallas county, between its crossing of the Trinity River and its crossing of the main line of the Houston and Texas Central Railway, and terminating in the city of Dallas, and to establish and maintain a depot in said city on said branch line.

Fourth—The Houston Branch, commencing at a point on the main line of said Gulf, Colorado and Santa Fe Railway, about twenty-eight and one-half (28½) miles from the city of Galveston, thence northeastwardly through the counties of Brazoria and Harris to a point three (3) miles northeast of the city of Houston, and where the main line or any of its said branches, passes within a distance of three miles of any county seat, it shall pass through the same unless prevented by natural obstacles, such as streams, hills or mountains, provided such town or its citizens shall grant the right of way through its limits and sufficient ground for ordinary depot purposes.

SEC. 9. Any agreement in writing to subscribe for stock may be enforced according to the terms of subscription; and, unless payment be made, the Directors, after thirty days due notice, may sell said delinquent stock, and transfer the shares of said delinquent to the purchasers.

SEC. 10. It shall be lawful for said company to enter upon, purchase, or otherwise receive, take hold, or obtain, in the manner provided by the laws of the State, any lands for the purpose of locating, constructing and maintaining said railway, with all needed depots, turnouts, sidings, extensions and buildings connected with said railways. When lands cannot be obtained by agreement, the land taken for this railway shall not exceed two hundred feet in width, unless for depot and buildings. Whenever said railway shall be constructed over any part of the public domain of this State, the right of way, not exceeding two hundred feet along such portion of said line, and all necessary grounds for depots, buildings, turn tables, turnouts and side tracks, is hereby granted to said company, and also the right to take from said public domain and use all rock, timber, earth or other material thereon, necessary in the construction and maintenance of such portion of said railway.

SEC. 11. That said railway company shall have the right to cross all public highways and all railroads that it may be necessary to cross to establish said railways.

SEC. 12. That said company shall have power to borrow money, issue bonds, with or without mortgage; *provided*, it is done in conformity to a vote of two-thirds of the directors, sanctioned by a majority of the stockholders at a regular meeting, of which thirty days public notice has been given; and, generally, this company shall have all the power requisite to carry into successful effect the object of this company.

SEC. 13. That the first meeting of this company shall be called in the city of Galveston whenever two hundred thousand dollars of the capital shall have been subscribed, by giving sixty days' public notice in two or more newspapers published in the counties through which this railway is to pass, and the stockholders shall then proceed to elect directors, who may be residents or non-residents of the State of Texas, who shall hold office until the annual election, which shall take place at the company's principal office, on the first Tuesday of October in each year. Should a majority of the stock be represented, the election shall proceed; if not, the Directors shall appoint another day within thirty days thereafter by giving like due notice, and an election on that day shall be valid. Directors elected under provisions hereof shall hold their office for the term of one year, or until their successors be chosen or qualified. No person shall be a director who is not the subscriber of ten or more shares of the capital stock of the company.

SEC. 14. This charter shall remain in force for the period of sixty years from the date of this act; and the State of Texas hereby grants and donates to the said Gulf, Colorado and Santa Fe Railway Company sixteen sections of land for each and every mile of said road completed, and whenever the Governor shall be informed that ten miles of said railroad shall have been completed he shall at once appoint some competent person to inspect the same, and if the report of the inspector, made under oath, be favorable, the Governor shall immediately notify the Commissioner of the General Land Office, whose duty it shall be immediately to issue to said company sixteen land certificates of six hundred and forty acres each, for each and every mile of road completed, and so on for every additional ten miles of road completed; which said certificates shall be located, surveyed and patented according to the provisions of the general railroad law, on the principle of alternate sections; *provided*, that each succeeding section of ten miles after the first shall be inspected in like manner as provided in this section for the first ten miles; *provided further*, that in no case shall the State be in any way liable for deficiency of vacant domain; *and provided further*, that this company shall not have the right to sell, rent, lease or consolidate with any parallel or competing railroad in this State; *and provided further*, that said company shall alienate the lands hereby granted and donated, except so far as may be necessary for the ordinary uses and operating said road, as follows, viz.: One-fourth in eight years, one-fourth in twelve years, one-fourth in sixteen years, and the remaining fourth in twenty years from the date of the issuance of the certificates, in such manner that the whole of such lands shall pass out of the hands of said company within twenty years from the date of the certificates; *provided*, that said lands shall not be alienated to any other railroad or corporation, except so far as may be necessary for the proper use and conducting of the business of such corporation; nor shall said lands be conveyed to any person, firm or company in trust for said railroad company, or to any firm or company of which any officer or stockholder of said company is a member; and on failure to comply with or a violation of the provisions of this section, and the general laws of the State on this subject, the said company shall forfeit all rights to lands secured by this act not alienated as required by law.

SEC. 15. That said railway shall be constructed of such width of gauge as the directors may establish, not less than four feet eight and one-half inches. That said railway shall be substantially built and fully equipped for passenger travel, and for the transportation of freight, and be operated by steam in like manner as other first-class roads.

SEC. 16. That the company shall have the power to charge and collect such rates of freight and such rates of passage as may just and proper; *provided*, however, such charges do not exceed those that may be established by law, and the right is expressly reserved to the Legislature to fix the rate of charges for freight and passage on said railroad by any general law.

SEC. 17. That the organization of this company shall be perfected within six (6) months from the passage of this act, and eighty (80) miles of said railroad shall be completed by the first day of March, 1880, and fifty (50) miles each year thereafter, or this Charter shall be forfeited as to that portion not built.

SEC. 18. The commissioners appointed in the first section of this act may acquire, by gift or purchase, any real estate or other property, notes and bonds, either from individuals, corporations, towns, counties or cities, and may appoint an agent to receive subscriptions of stock and conveyances, until the election of a Board of Directors, after which such powers may be exercised by said Board of Directors.

SEC. 19. That this act shall take effect and be in force from and after its passage.

Passed May 28, 1873.

NOTE.—The foregoing act was presented to the Governor for his approval on the 30th of May, A. D. 1873, and was not signed by him, or returned to the house in which it originated with his objection thereto within the time prescribed by the Constitution, and thereupon became a law without his signature.—JAMES P. NEWCOMB, *Secretary of State*.

# BY-LAWS.

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## **ELECTION OF DIRECTORS.**

SECTION I. The annual election of Directors of the company, required by the Act of Incorporation, shall be held at the general office of the company, in Galveston, on the first Tuesday of October in each year, of which twenty days public notice shall be given. Should a majority of the stock be represented at said meeting, the election shall proceed; if not, the Directors shall designate some other day within twenty days thereafter, of which five days notice shall be given; and further like adjournments may, if necessary, be had from time to time, and election on such day shall be valid.

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## **MEETINGS OF THE BOARD.**

SEC. II. There shall be a stated annual meeting of the Board of Directors on the Saturday preceding the first Tuesday of October in each year, at 10 o'clock A. M., at the office of the company. Regular monthly meetings, on the second Monday of each month, shall be held at the office of the company. Special meetings may be called by the President at his discretion, or upon the request of two or more of the Directors, at such time as may be designated. The presence of a majority of the Directors at the time and place appointed for the meeting, shall be necessary to constitute a quorum or board for the transaction of business.

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## **ORDER OF BUSINESS.**

Calling roll of Directors.  
Reading of minutes of previous meeting of the Board.  
Communications.  
Reports of officers.  
Reports of Executive and Special Committees.  
Unfinished business.  
New business.

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## **ELECTION OF OFFICERS.**

SEC. III. There shall be elected by the board, by ballot, a President, Vice-President, Secretary, Treasurer, and Superintendent or General Manager, all of whom shall hold office during the pleasure of a majority of the Directors, and may appoint such other officers and agents as may be deemed necessary for the construction and operation of the road.

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**PRESIDENT, DUTIES AND POWERS OF.**

SEC. IV. The President is the chief executive officer, representative and organ of the company, and he shall appoint and be chairman (*ex-officio*) of all committees. It is his duty, as the head of the company, to supervise all other officers and to direct and control its affairs in every department. He shall have power to employ for the service of the company, either personally or through any officer of the company, all necessary agents or servants for the construction, transportation, repair or office department, and may also discharge, or authorize any officer of the company to discharge, any person so employed.

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**VICE-PRESIDENT, DUTIES OF.**

SEC. V. The Vice-President shall, in the absence of the President, preside at the meetings of the board, and in case of the absence, sickness, death or other inability of the President, he shall exercise the powers and discharge the duties of that office, until the President returns to duty or other provision is made therefor by the board.

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**TREASURER, DUTIES OF.**

SEC. VI. The Treasurer shall receive all moneys paid to or for the company, and give such receipts therefor as may from time to time be prescribed. He shall make no payments except on the drafts of the Secretary, approved by the President, or Vice-President acting as President. He shall, if required, give a bond with ample securities before entering on the duties of his office, in such sum as may be required by the Board of Directors, conditioned for the faithful discharge of his duties; and, also, such further bond or bonds, from time to time, as may be required by the Board of Directors.

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**SECRETARY, DUTIES OF.**

SEC. VII. The office of the Secretary shall be at the office of the company, and he shall keep the minutes of the board and its committees. He shall have charge and custody of the common seal of the company, and of all deeds, leases, contracts, maps and documents belonging to the company, and all letters and papers not belonging exclusively to the officers of other departments. He shall take charge of all general reports from heads of departments after they have been presented to the Board of Directors, and condense such information from them as may be required from time to time by the President or Board. He shall attest all contracts, or certificates or copies of resolutions of the Board, or other proceedings requiring the seal of the company. He shall keep the account books and stock books of the company, showing correctly all its receipts and disbursements regularly distributed under appropriate heads. He shall furnish to the President, on or before the fifteenth of every month, a balance sheet, exhibiting the business of the previous month. He shall also make a full

annual report at the end of each year, and such other reports and financial statements as may be required from time to time by the President and Board of Directors. He shall give notice by letter, addressed through the mail or otherwise, to the Directors of all meetings of the Board, and also to the stockholders of all meetings of the stockholders, and he shall perform such other duties consistent with his office as may be reasonably required of him by the President or Board of Directors.

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#### **EXECUTIVE COMMITTEE.**

SEC. VIII. There shall be an Executive Committee of four Directors, to be appointed annually by the President, with the approval of the Board of Directors, whose duty it shall be to advise and to act in conjunction with the President in examinations and estimates preliminary to making all contracts and purchasing material for the construction and maintenance of the road. Said committee shall meet at such time and place as they may appoint, a majority of whom shall constitute a quorum to do business. It shall be vested with all the powers of a full Board of Directors during the interval of the meetings thereof, to construct and operate the road, subject to the ratification of their action by the Board of Directors at their next stated meeting.

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#### **CORPORATE SEAL.**

SEC. IX. The corporate seal of the company shall be in the annexed form and device (a star, with the letters TEXAS in the angles and the name of the company on the entire circle), and shall be in the keeping of the Secretary, to be used under the direction of the Board of Directors.

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#### **GENERAL RULES**

SEC. X. In case of any vacancy from death, resignation, or otherwise, of any office held by appointment from the Directors, the President may fill any such vacancy until the next regular meeting of the Board.

All officers or employes of the company shall hold their office or employment at the pleasure of the Directors, subject to be suspended or removed, as the Board may direct.

No officer of the company shall be entitled to compensation after he shall have been suspended. During the term of his office his compensation shall be at the rate attached to the office or employment which he holds, and shall be payable monthly.

The heads of departments shall, as early as practicable in each month, cause returns to be made of all expenses incurred and transactions during the preceding month in their respective departments, in such form and embracing such information as the President, Vice-President or Board of Directors shall require.

All moneys received by any agent, officer or employee, from any source whatever, on account of the company, shall be reported to the Secretary, and immediately thereafter be deposited with the Treasurer.

All officers or agents in the employ of this company, receiving money, shall give sufficient bonds for the faithful discharge of their duties, if required, and the President, in conjunction with the executive committee, may graduate and fix the amount of said bonds respectively, and, when approved by him, receive and file the same in the office of the company.

The compensation paid to employes shall cover all risks incurred, or liability to accident from any cause on the road.

The use of ardent spirits on the road or about the premises of the company, except for mechanical purposes, is strictly forbidden. The frequent and habitual drinking of ardent spirits by an employe shall be a cause for dismissal.

All bonds authorized or required by these By-Laws shall be made payable to the company, and their sufficiency shall be approved by the President and Executive Committee.

SEC. XI. A majority of the Directors, including the President or Vice-President, shall be residents of the City of Galveston.

SEC. XII. No Director or officer shall be interested, directly or indirectly, as contractor in any contract with the company for construction or materials.

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#### **STOCK, ISSUANCE OF.**

SEC. XIII. Certificates of stock, signed by the President or Vice-President, and countersigned by the Secretary, with the seal of the company, shall be issued to the stockholders, and transfers of stock shall be made, when required, on the books of the company; but no stock transfer shall be made during thirty days immediately preceding the time fixed for the annual election of Directors.

---

#### **STOCK, LOST CERTIFICATES OF.**

SEC. XIV. Any person or persons claiming a certificate of stock to be issued in place of one lost or destroyed, shall give notice by advertisement in one or more newspapers published in the city of Galveston, at least twice a week for three weeks, reciting the number and date, number of shares and beneficiary of lost certificate, and his intention to apply after a given time for a duplicate. He shall then file with the Secretary a written application for the issuance of the duplicate, accompanied with a printed copy of the advertisement, a written description of the lost certificate, a sworn statement of the circumstances of its loss or destruction, and a bond in double the amount, with satisfactory security, payable to the company, guaranteeing the company against any future demand based upon said lost certificate, whereupon the Board of Directors may instruct the President and Secretary, one month after the date of the last appearance of the advertisement, to issue a new certificate of the same tenor as the one alleged to be lost or destroyed, specifying therein that it is in lieu thereof.

SEC. XV. The Board of Directors enjoin upon persons in the employ of the company prompt and cordial co-operation and compliance with the instructions

of their superior officers, and the exercise of the most rigid economy of all expenses incurred, and carefulness in the use and preservation of the property belonging to the company.

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**STOCKHOLDERS, CALLED MEETING OF.**

SEC. XVI. Called meetings of the stockholders may be made by the President at any time, and shall be called, whenever requested, by a majority of the Board of Directors, or by stockholders representing twenty (20) per cent. of the stock of the company. No called meeting of the stockholders shall be had unless the call therefor, stating the object of the meeting, shall have been published for (20) days in some newspaper published in the city of Galveston.

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**BY-LAWS, AMENDMENTS, ETC.**

SEC. XVII. These By-Laws may be amended, altered or repealed in any way not conflicting with the act of incorporation, at any stated meeting of the Board of Directors, by a vote of two-thirds of the Directors elected, and notice of the proposed alteration must be given, in writing, at a previous regular meeting.





G. C. & S. F. R'Y.



THIRD ANNUAL REPORT,

FOR FISCAL YEAR ENDING JULY 31, 1883.

# THIRD ANNUAL REPORT.

THE GULF, COLORADO & SANTA FE RAILWAY, }  
 PRESIDENT'S OFFICE, GALVESTON, TEX., Sept. 15, 1883. }

*To the Stockholders of the Gulf, Colorado & Santa Fe R'y Co. :*

Your Board of Directors submit herewith their Third Annual Report, covering the year ending July 31st, 1883.

The gross earnings for the year have been.....	\$2,068,957 69
Less operating expenses.....	1,289,891 11
	\$779,066 58

From which has been paid—

Interest on bonded debt.....	\$430,001 22
State, county and municipal taxes.....	22,238 10
Insurance on company property.....	16,334 95—
	\$468,574 27

Surplus (net earnings credited to income account).. \$310,492 31

We had in operation at our last Annual Report,	
July 31st, 1882.....	430 miles.
On August 1st, 1882, we opened for business, from	
Cleburne to Dallas.....	54 "
On May 1st, 1883, from Alvin to Houston.....	24 "
On June 1st, 1883, from Somerville to Navasota..	28 "
	536 miles.
Making a total of main line on July 31st,	
1883, of.....	536 miles.
With permanent sidings of.....	39 "

The average mileage operated during the year was 493 miles.

We have now completed :—

Main line, Galveston to Lampasas.....	274 miles.
Houston division, Alvin to Houston.....	24 "
Eastern division, Somerville to Montgomery.....	56 "
Fort Worth division, Temple to Fort Worth.....	128 "
Northeastern division, Cleburne to Dallas.....	54 "
A total (exclusive of sidings) of.....	536 miles.

Our rolling stock consists of

Locomotives.....	51
Passenger cars.....	25
Baggage, mail and express cars.....	12
Box freight cars.....	797
Platform freight cars.....	420
Stock cars.....	150
Service cars.....	8—1412

We present herewith :

- 1st. The report of tonnage forwarded by all stations.
- 2d. The report of tonnage received by all stations.
- 3d. Classification of tonnage forwarded, by months.
- 4th. Comparative statement of tonnage forwarded for the last three years.
- 5th. Statistical report of freight traffic, by months.
- 6th. Statistical report of passenger traffic, by months.
- 7th. Analysis of the traffic expenses of the last year.
- 8th. Monthly statements of the year's earnings and expenses.
- 9th. Apportionment of the earnings, expenses, receipts and disbursements of the year.
- 10th. Analysis of the construction expenses of the last year.
- 11th. General balance on July 31st, 1883.
- 12th. Comparison of operations, revenue, etc., for the past three years.

All of which explain themselves.

The business of the year has been very satisfactory, considering that the one hundred and six miles of increased road added but little to our net earnings.

The branch from Cleburne to Dallas, when acquired, was without depot facilities. There was few merchants at the towns until near the end of the cotton season, and as the road did not enter the city of Dallas we could not secure a fair proportion of the trade of that city. This season all is changed : At large expense we have extended our road into the heart of Dallas, new and commodious depots have been erected, towns have been located and our town lots find a ready sale. The country between Dallas and Cleburne is very productive, and now that a good road is running through, it is rapidly filling up with settlers. We conclude that our anticipations for it will be realized, and it prove our most lucrative division.

Although we opened our branch line from Alvin to Houston in May, we have done only a local business, as we have no connection with the general railroad system at that city, owing to the fact that we have been delayed in getting our iron bridge across Buffalo Bayou. It is now upon the ground and will soon be in position so as to cross the bayou and connect with all roads by the 10th of October, when we can reasonably expect an increased business from that source.

The branch from Somerville to Navasota was opened in June. There was great delay in crossing the Brazos River, owing to continued high water, which prevented the building of the centre pier of the bridge. This branch is now sup-

plied with depots, several new saw mills are being erected, and we hope to be able to supply our main line with sufficient cheap lumber to give us a large trade the coming season. It will not be forgotten that this branch was built principally for the purpose of supplying the demand for cheap lumber on our main line of road.

Your five hundred and thirty-six miles of road is now in a fair condition, and has sufficient rolling stock to handle all the business offering with dispatch.

The business prospects for the coming season are good, although it is estimated that the cotton crop will fall short twenty per cent. of last year's yield. Our opinion is that the State will make a crop of 1,200,000 bales, which may be considered a fair yield, and from which we expect to receive as much business, at least, as we did the past year.

Our earnings for the month of August, 1883, \$196,908.87, as compared with August, 1882, \$141,192.33, and for September, 1883, \$228,299.30 (the fourth week of September estimated), compared with September, 1882, \$182,959.71, show a respectable increase, and is, we believe, indicative of an increase which will continue during the year.

Our great State is rapidly increasing in population and wealth. With the development of the State's resources our business will necessarily increase. The population of Texas in the year 1870 was \$818,000. The population to-day is over 2,000,000. The assessed taxable property in Texas in the year 1870 was \$170,000,000. The assessed value to-day is over \$450,000,000. Who can comprehend the changes to take place in Texas during the next ten years?

The unoccupied lands along our line of road are being steadily taken up by permanent settlers, and the towns increasing in population. Large business houses of undoubted stability have been and are being established in towns which we have located, and in fact everything indicates that we are assured of a permanent and constantly increasing business.

In June last your Directors ascertained that the cost of your road, completed in a first-class manner and carefully equipped, together with the necessary depot facilities (which were purchased at large cost) at all the principal towns and cities through which your road passes, would amount to more than the proceeds of your authorized First Mortgage Bonds and Stock. As the Capital Stock authorized and issued amounted to \$1,560,000, the full face value of which went into the road in cash, thus forming an ample basis of credit and security to a further issue of bonds, it was determined that no further issue of stock should be made, but, instead, that the Stockholders be asked to authorize a Second Mortgage Six Per Cent. Forty-year Bond of \$13,000 per mile, the issue to be limited to \$2,000 per mile the first year, and the proceeds from their sale to be applied to the payment of all floating indebtedness, and increasing the road's efficiency.

On August 1st the Stockholders authorized the issue, and the bonds are now being prepared for issuance in October, when the floating debt will be cancelled.

The further issue of Second Mortgage Bonds is limited to \$1,000 per year for each mile of main line of road completed or to be completed, and the proceeds are to be used, if used at all, together with the proceeds of the First Mortgage

Bonds, in the further extension of road, main line or branches. The limitation of the issue of the Second Mortgage Bonds to \$1,000 per mile of road each year will, of necessity, compel a conservative course, but still will enable the Company to gradually extend the road, if your Directors so determine. When it is taken into consideration that twelve years must elapse before all the Second Mortgage Bonds can possibly be issued, it will readily be seen that they will be sought for as a perfectly safe investment.

The development of the country traversed by your road, and the yearly increase of business therefrom, will give us sufficient increase of earnings to pay all increase of interest on bonded indebtedness, without affecting your stock as a dividend-paying investment. Dividends may be regularly expected from this time forward.

In our last Annual Report we advised you of the purchase of property at the east end of Galveston, fronting on the channel, which we intended to improve for general railroad purposes. This property was purchased before application was made to the city authorities for right of way through the city, as no serious opposition to our request was anticipated. We were, however, mistaken, and the City Council denied us the privilege, and, consequently, no improvements have been made. Another application to the City Council will be made, and, if again refused, the property should be sold, as it is of no value to us unless it can be reached by rail.

In conclusion, we freely confess our obligations to the merchants and business men of Texas, for the favor shown by giving us their patronage, which, we trust, by fair dealing, we may continue to deserve and receive.

The thanks of the Board are due to the general officers, heads of departments and employes for their efficiency and devotion to the best interests of the Company.

Respectfully,

GEO. SEALY, President.

# REPORT OF TONNAGE

During the Fiscal Year

STATIONS	Lumber, Laths and Shingles	Meats	Hides and Tallow	Wool	Bales of Cotton	Pounds of Cotton	Flour and Meal	Wheat and Barley	Corn	Hay, Oats and Mill Feed	Cotton Seed.
Galveston	13,461,614	999,423	1,583,925		1	400	10,629,608	200	183,878	834,493	
Hitchcock	20,000		5,951		7	3,850				50	
Alvin	83,000		5,860		4	2,000				751,000	
Arcola Junct'n					126	63,000					
Clear Lake		340	600						1,580		
Thompson	228,600		27,725		298	149,000			18,706		
Richmond	20,600	3,330	58,829	195	1,078	538,125	2,300		685	123,542	
Rosenberg	135,217,036	311,852	1,385,490	447,923	75,490	37,784,197	501,241	76,839	101,442	745,715	19.5
Wallis		250	52,539	80	340	170,000			30,000		
Sealy	17,866	765	59,662	17,152	4,653	2,326,500	7,436		110		
Millheim			19	31	22	11,000					
Bellville	149,515	1,301	27,635	3,782	8,050	4,025,000	9,106		2,085	4,586	8
Kenney	20,000	280			880	440,000	2,494		28,950		1.1
Brenham	8,773,004	48,419	363,062	17,372	33,588	17,330,781	83,587		1,190	73,430	10.2
Gay Hill	40,000				196	98,000	1,477		98	200	7
Somerville	150,000	12,035	30								
Lyons	21,000	512	24,206	4,944	2,252	1,126,000	382		50	52,500	1.1
Caldwell	634,876	2,426	17,536	8,805	7,585	3,793,948	11,413	8,524	335	20,810	3.0
Yellow Prairie		3,070		786	120	60,000				2,475	1
Milano Junct'n	593,260	41,347	39,603	400	1,784	892,000	239,125	1,594	1,400	3,310	1.1
Cameron	61,935	3,196	8,444	1,920	7,902	3,951,000	4,672	4,361		1,125	2.4
Buckholts				375	69	34,500		425			
Rogers	20,350		924	14,088	944	472,540		230	3,349	180,246	7
Heidenheimer				4,624	232	116,000	400	40,000		57,231	7
Temple	1,150,316	561,677	24,140	21,937	10,621	5,324,403	1,467,251	559,008	986,642	786,742	3.0
Belton	237,854	193,192	55,748	91,671	19,668	9,947,550	48,871	146,978	60,080	72,508	1.0
Killeen	45,425	575	2,382	24,712	1,471	736,512	7,068	63,839	115	2,391	
Copperas Cove	60,000		1,508	12,361	977	488,500		465			
Kempner	40,000	625			113	57,230				2,500	1
Lampasas	22,370	10,968	123,037	1,038,774	8,515	4,377,394	31,265	21,339	1,571	1,353	
Moody			971	747	2,236	1,118,000	447	552,967	315,175	782,520	1.6
McGregor	326,430	28,926	84,429	255,423	49,319	24,913,498	34,660	1,669,920	60,250	1,482,723	6.1
Crawford		395	1,402	3,332	5,008	2,504,000	86,533	687,912	85,000	624,160	8
Valley Mills		382	1,189	53,063	1,769	884,500	600	250,515	4,250	115,500	
Clifton	4,228	107	30,642	33,549	2,091	1,045,500	42,450	532,664	42,385	311,914	
Meridian	21,875		13,253	41,178	807	403,500	1,900	48,380		400	
Morgan	99,830	43,377	7,178	35,809	1,635	817,500	3,800	569		2,212	
Kopperl	11,910	500	100	1,468	1,374	687,000			82,028	12,000	
Blum		150	100	95	580	290,000		42,073	1,344	57,256	1
Cleburne	289,874	1,054	115,217	19,299	12,664	6,527,168	9,120	484,108	82,000	663,338	7
Castro Peak		260	532	210	77	38,500	500	21,326	20,500		
Crowley											
Fort Worth	1,001,178	812,335	344,624	187,957	15,855	7,927,394	1,788,837	31,189	81,420	33,397	
Alvarado		1,114			1,672	842,740	1,370	357,595	823,024	247,794	
Midlothian	125		2,060	365	120	60,000		429,195	117,125	576,134	
Cedar Hill	80,000			190	431	215,470	1,315	1,013,448	240,997	716,127	3
Dallas	1,058,640	182,874	98,772	17,875	15,499	7,908,450	145,925	25,058	53,228	272,396	5
Clay	280,700				58	29,000					
Navasota	182,000	132,139			621	345,576	470,370		664,228	449,500	4
Plantersville	34,575,818	2,056	1,785	1,766	2,255	1,127,500	4,360		22,500	104,360	1
Montgomery	14,996,665	100	2,600		1,748	869,000	100			2,390	
Houston	1,157,817	24,227	172,142	21,208	149	74,500	23,833		36,656	366,419	
<b>Total Pounds</b>	<b>215,155,713</b>	<b>3,425,579</b>	<b>4,745,913</b>	<b>2,386,066</b>	<b>302,954</b>	<b>152,948,136</b>	<b>15,663,834</b>	<b>7,090,721</b>	<b>4,154,376</b>	<b>10,536,747</b>	<b>58.6</b>
<b>Total Tons</b>	<b>107,577</b>	<b>1,719</b>	<b>2,372</b>	<b>1,193</b>		<b>76,474</b>	<b>7,837</b>	<b>3,545</b>	<b>2,077</b>	<b>5,268</b>	

# FORWARDED BY ALL STATIONS

ending July 31st, 1883.

Horses and Mules	Cattle, Sheep and Hogs	Manufacturers	Bagging and Ties	Dry Goods and Notions	Groceries	Salt	Minerals	Railroad Material	Government Freight	Miscellaneous Freight	Total Weight in Pounds	Total Weight in Tons
281,955	356,385	5,217,170	8,849,937	34,182,602	54,756,643	16,010,420	8,862,726	43,715,211	972,343	923,851	202,795,431	101,398
27,800	1,242,175	2,695	-----	2,795	200	-----	60,000	470,400	-----	4,255	1,989,354	995
55,850	1,394,000	1,080	-----	7,303	21,670	-----	-----	1,707,863	-----	35,242	4,099,485	2,050
2,000	760,000	7,536	3,600	3,335	45,836	20,000	-----	345	-----	46,803	1,038,735	519
-----	1,902,000	-----	-----	390	300	-----	-----	-----	-----	340	2,021,555	1,011
6,000	-----	23,500	-----	9,121	906,062	-----	20,000	127,200	-----	4,436,211	6,558,816	3,279
77,700	2,322,175	5,157	3,100	14,804	38,450	20,400	20,100	-----	-----	7,363	3,486,153	1,743
910,450	10,136,010	2,410,765	361,230	3,179,995	11,169,051	37,450	637,312	6,390,860	77,822	1,810,139	235,609,459	117,805
-----	-----	2,924	-----	2,599	6,384	-----	-----	-----	-----	1,569	465,499	233
3,500	1,226,975	12,081	1,070	84,229	83,877	-----	15,215	3,000	-----	14,704	3,944,356	1,972
180,000	25,900,000	20,075	-----	850	2,265	-----	-----	-----	-----	2,160	26,117,070	13,059
-----	678	67,040	21,475	86,883	214,715	-----	5,549	-----	-----	85,307	5,594,746	2,797
5,500	-----	19,228	-----	20,607	19,582	-----	-----	-----	-----	17,439	1,779,226	890
48,650	217,730	386,666	112,356	556,879	897,898	40,000	347,593	540,485	-----	325,487	40,603,445	20,302
-----	-----	200	-----	12,031	1,175	-----	75,837,650	-----	-----	45,025	79,121,128	39,561
62,000	20,000	43,035	-----	940	615	-----	-----	2,920,683	-----	62,365	3,271,703	1,636
2,000	3,895	20,990	-----	20,990	12,305	-----	1,542	429,115	-----	11,967	2,848,693	1,419
-----	221,200	29,792	-----	86,729	40,161	-----	140,050	179,200	-----	87,371	8,373,743	4,187
-----	60,000	1,215	-----	1,690	858	-----	-----	-----	-----	950	275,964	138
2,000	221,948	706,293	40,950	714,363	1,072,750	20,000	589,599	-----	-----	118,119	6,625,720	3,313
66,360	300,000	27,823	1,906	45,960	55,896	1,000	293,380	-----	-----	704,234	7,990,294	3,995
-----	3,500	2,035	-----	2,225	12,591	-----	-----	-----	-----	21,275	109,486	55
22,000	-----	488	-----	6,039	1,385	-----	480	-----	-----	5,457	1,476,314	738
-----	-----	3,100	-----	460	175	-----	-----	-----	-----	2,978	1,021,116	511
48,830	747,019	1,880,937	48,867	1,444,634	1,429,835	5,400	151,063	-----	-----	261,372	20,270,188	10,135
37,835	45,360	194,430	26,012	348,732	202,568	4,875	162,543	61,375	-----	144,546	13,158,246	6,579
-----	-----	8,180	-----	11,663	18,858	-----	-----	22,400	-----	5,287	978,274	489
-----	-----	550	640	3,510	12,340	-----	-----	11,200	-----	11,200	593,057	297
-----	-----	-----	-----	1,783	-----	-----	-----	11,200	-----	600	236,698	118
25,095	264,165	25,570	6,263	61,370	87,335	-----	23,318	336,000	-----	121,722	6,684,083	3,342
7,400	-----	30,838	34,000	16,495	2,637	-----	1,322	-----	-----	7,069	4,561,727	2,281
7,500	4,175	196,280	28,850	693,706	538,487	-----	19,095	-----	-----	89,030	36,676,767	18,338
-----	-----	9,367	11,565	19,518	14,330	400	1,480	24,000	-----	20,585	4,912,949	2,456
-----	-----	3,848	-----	11,730	2,017	-----	-----	20,000	-----	9,342	1,366,703	683
44,000	120,000	5,775	3,880	15,069	21,829	-----	-----	-----	-----	13,620	2,288,785	1,144
2,000	-----	8,951	-----	10,725	1,643	-----	402,600	-----	-----	7,223	965,475	483
42,000	340,700	129,252	16,427	85,632	36,378	-----	22,093	-----	-----	54,746	1,816,432	908
80,000	305,050	13,250	4,683	37,495	4,180	-----	-----	22,400	-----	5,373	1,255,216	643
-----	-----	8,720	-----	4,350	315	-----	500	-----	-----	4,600	515,426	258
210,025	443,078	241,397	1,818	243,130	217,542	-----	171,419	270,600	-----	239,702	10,968,092	5,484
-----	250	5,445	-----	15,485	370	-----	-----	-----	-----	27,594	223,349	112
-----	-----	100	-----	3,115	720	1,000	-----	-----	-----	4,825	9,760	5
170,785	1,768,235	2,497,974	70,092	2,716,368	4,651,267	212,225	306,315	837,165	-----	269,711	25,991,827	12,995
2,000	240,100	56,089	40,350	52,554	10,429	-----	2,000	-----	-----	23,070	2,781,092	1,391
-----	-----	13,907	-----	8,653	5,470	-----	2,000	-----	-----	9,741	1,304,764	652
2,140	1,850	1,500	-----	10,765	650	-----	-----	-----	-----	90,100	2,760,041	1,380
1,730	2,400	1,511,975	32,549	1,146,721	2,453,631	3,595	710,775	641,173	-----	180,451	17,218,879	8,609
4,060	-----	135	-----	1,104	500	-----	-----	-----	-----	300	544,999	272
2,000	3,500	68,057	8,248	548,269	1,787,433	41,803	20,000	67,200	-----	5,302	5,312,615	2,656
-----	600	28,045	75	20,513	14,118	-----	2,509	-----	-----	16,090	36,024,065	18,012
-----	-----	3,270	200	28,782	11,067	-----	-----	-----	-----	10,890	16,027,094	8,014
5,100	-----	199,873	125	248,834	314,814	-----	86,212	-----	-----	75,020	2,899,889	1,450
2,446,265	50,575,153	16,136,492	9,730,258	46,854,444	81,202,417	16,418,568	88,916,440	61,367,875	350,165	10,490,225	865,583,983	-----
1,223	25,288	8,068	4,865	23,427	40,601	8,209	44,458	30,684	175	5,245	-----	132,792

# REPORT OF TONNAGE

During the Fiscal Year

STATIONS	Lumber, Laths and Shingles	Meats	Hides and Tallow	Wool	Bales of Cotton	Pounds of Cotton	Flour and Meal	Wheat and Barley	Corn	Hay, Oats and Millfeed	Cotton Seed, Oil and Cake	Fruits and Vegetables
Alveston	20,331,655	277,615	4,495,632	2,303,207	<b>283,943</b>	143,440,532	338,275	5,462,408	339,415	5,662,221	56,401,885	2,095
Atchcock	317,125						5,090		15,940	22,922	8,850	1
Ivin	416,180	449					8,866	200	14,367	16,107		4
Beal Junction	42,000	8,432					3,390	500	2,960			12
Clear Lake	446,960	1,347					850		61,500		44,000	
Hompson	160,700	6,995					9,025		3,408	3,105	1,050	1
Richmond	270,737	115,533				2	379,324		1,950	58,850		58
Loenberg	2,840,836	490,364	62,279	14,563	<b>8,710</b>	4,355,500	5,507,621	961,892	536,778	1,300,668	551,681	790
Vallis	604,518	10,672					23,849		35,985	5,237	3,200	4
Enly	4,844,088	29,026					549,731			7,057	20,000	85
Heilm	80,860	1,277					1,350		135	951		
Wellville	3,773,810	180,437					753,123		25,137	51,681	41,910	96
Kenney	795,444	21,508				67	33,500	290	76,773	23,931	434	13
Irisham	5,000,795	426,085	775		<b>1,894</b>	947,000	1,501,088	414	212,909	124,933	24,440	131
Jay Hill	250,721	16,903					24,535					3
Omerville	705,106	23,000					6,288		28,200	2,350		
Yons	640,221	15,420	114				151,295		34,576	9,229	1,295	11
Adwell	5,754,162	92,911					925,929	11,408	300	84,508	4,045	57
Well Prairie	24,000	890					10,785				795	
Beal Junction	307,728	34,531	240	129			121,383	54,390	204	9,546	3,329	52
Ameron	5,718,928	108,819					610,610	2,083	80,000	46,327	10,763	43
Luckhoits	82,587	6,342					20,465			740	280	3
Logers	1,952,298	14,352					49,016			3,283	435	17
Heidenheimer	432,846	3,948					3,455				90	1
Temple	19,855,715	59,857	1,733	30,735	<b>11</b>	5,500	135,181	6,739		21,975	4,685	98
Leiton	15,298,206	110,745	1,830	13,495	<b>6</b>	3,000	389,835	6,708		6,854		168
Gillean	2,727,024	24,786					44,614			5,242	1,375	17
Copperas Cove	2,030,491	17,654					27,715	3,387		1,300	25,000	30
Temper	439,200	10,244					3,082				370	3
Compass	36,169,523	499,562	1,840	1,080			1,444,310	61,113	983,190	448,304	181,835	523
Woody	3,301,255	41,131					89,232	1,810		89	1,065	28
McGregor	6,869,622	9,203	14,886	2,589	<b>502</b>	251,000	198,445	2,572	2,770	43,073	1,583	222
Dawford	3,053,055	46,917					26,815	3,220	415	200	2,400	23
Valley Mills	1,999,030	14,058					19,643			1,075		10
Hifton	3,785,855	10,576	10,618				10,121			50	675	17
Meridian	1,229,539	16,103		100			124,212	1,100	1,600	4,210	195,050	32
Forzan	528,945	51,181	1,020				54,709	18,073	1,344	9,357	6,517	29
Copper	1,737,970	18,875					77,375			100	51,328	16
Blum	201,775	8,291					11,585	600		735		
Leburne	11,510,905	163,344			<b>44</b>	22,000	1,157,735		1,850	21,860	48,450	247
Waddo Peak	91,907	5,295	149				9,283				24,540	1
Rowley	20,150	795					995		420			
Fort Worth	4,182,232	5,704	97,254	7,358	<b>348</b>	175,584	9,313	28,205	612,295	57,225	1,265	548
Alvarado	268,250	13,420					31,650	802	45,389	500	275	37
Edlothian	2,093,804	30,965					32,305			1,066		12
Jedar Hill	752,890	106,560					15,140			27,403	300	12
Dallas	670,988	28,448	2,765	1,629	<b>2,766</b>	1,383,000	1,805	440,127	316,504	790,476	561,753	529
Day	416,620	3,580					7,432		520			
Navasota	38,148,854	80,165	5,135	1,016	<b>4,463</b>	2,231,500	62,370			104,840	385,000	9
Plantersville	1,795,500	88,069			<b>46</b>	23,000	159,651		38,500	100,650	40,000	1
Montgomery	42,000	47,216					351,645		727,725	454,160	180,000	28
Houston	40,136	25,977	49,643	10,165	<b>152</b>	76,000	85,000	23,000	3,757	1,025,466		18
<b>Total Pounds</b>	<b>215,155,713</b>	<b>3,425,579</b>	<b>4,745,913</b>	<b>2,386,066</b>	<b>302,954</b>	<b>152,948,136</b>	<b>15,663,834</b>	<b>7,090,721</b>	<b>4,154,376</b>	<b>10,536,747</b>	<b>58,832,801</b>	<b>6,132</b>
<b>Total Tons</b>	<b>107,577</b>	<b>1,712</b>	<b>2,372</b>	<b>1,193</b>		<b>76,474</b>	<b>7,837</b>	<b>3,545</b>	<b>2,077</b>	<b>5,268</b>	<b>29,416</b>	<b>1</b>



# RECEIVED BY ALL STATIONS

ending July 31st, 1883.

	Cattle, Sheep and Hogs	Manufactures	Bagging and Ties	Dry Goods, Notions	Groceries	Salt	Minerals	Railroad Material	Government Freight	Miscellaneous Articles	Total Weight in Pounds	Total Weight in Tons
89,680	11,797,452	675,884	193,878	902,920	2,276,583	40,200	78,693,251	396,970	76,882	5,667,071	342,459,433	171,230
09,295	124,170	14,980	.....	39,125	101,530	375	195	254,366	.....	24,635	1,040,108	520
45,315	150,000	12,141	.....	30,893	137,187	200	200	22,683,075	.....	25,982	23,545,653	11,773
2,000	460,000	40,665	7,602	103,167	149,762	450	7,437	140,280	.....	6,791	978,310	489
3,000	.....	145,960	.....	14,584	14,634	.....	100,000	.....	.....	3,000	832,835	416
35,935	700	27,269	1,849	24,877	99,215	.....	21,790	40,000	.....	160,300	564,173	282
17,923	2,326,875	4,428,272	2,809,732	9,515,022	21,588,200	7,053,395	3,073,098	19,121,959	272,343	81,142	3,023,382	1,512
4,500	.....	11,346	4,362	74,539	111,602	.....	625	.....	.....	406,034	88,325,470	44,163
4,250	4,048	231,531	43,690	675,625	1,247,445	160,000	66,397	783,000	.....	97,798	8,849,674	4,425
.....	.....	11,546	.....	9,086	25,985	.....	300	.....	.....	300	131,690	66
9,460	.....	366,292	209,965	917,521	2,097,573	120,290	111,651	.....	.....	75,067	8,830,119	4,415
1,170	.....	29,584	24,653	146,682	290,163	20,000	37,675	.....	.....	8,048	1,523,774	762
64,880	106,602	751,988	1,007,999	4,246,268	5,621,176	854,107	1,273,726	1,126,395	.....	228,568	23,650,966	11,826
.....	.....	32,100	1,112	54,719	118,312	1,115	1,463	28,665	.....	560	533,275	267
3,000	.....	3,697	.....	3,225	41,102	.....	50	10,426,589	.....	4,075	11,244,251	5,622
32,710	11,915	70,740	47,190	209,135	378,448	20,000	4,592	259,270	.....	6,024	1,862,751	931
.....	.....	201,863	224,446	847,213	1,484,090	249,776	61,205	20,000	.....	36,166	10,100,321	5,050
5,410	20,000	1,890	.....	11,360	28,917	.....	2,196	.....	.....	1,172	82,870	41
32,950	21,290	157,404	689,386	597,621	1,636,980	320,000	149,703	44,800	.....	132,772	4,344,000	2,172
800	.....	343,382	132,780	792,975	1,358,601	141,060	145,409	2,500	.....	63,949	9,655,197	4,828
7,000	329,900	8,236	480	42,523	81,121	1,000	450	845	.....	21,536	270,977	136
10,842	3,755	58,875	7,858	158,220	218,421	28,400	3,695	240	.....	34,840	3,075,321	1,538
4,400	100,000	15,799	1,700	55,832	37,856	200	1,560	.....	.....	2,445	560,760	280
190	.....	424,826	186,825	944,911	1,723,768	220,000	919,774	183,020	.....	867,767	25,856,331	12,928
20,000	.....	506,805	256,669	1,645,308	2,106,270	495,844	138,811	1,570	.....	114,590	21,310,711	10,655
75,480	2,164,603	99,762	41,945	327,985	397,660	65,595	51,441	42,400	.....	12,222	3,869,455	1,935
2,730	.....	1,185	39,861	7,954	128,166	168,514	20,000	933	.....	17,032	2,584,407	1,292
3,885	.....	1,600	8,343	30,807	59,628	875	513	219,208	.....	3,660	807,151	404
6,000	.....	2,071,363	123,014	3,487,278	5,501,816	1,763,290	440,640	6,860	.....	401,256	56,349,519	28,175
20,000	.....	290,676	25,925	368,056	312,581	40,000	110,400	.....	.....	12,057	4,568,895	2,284
11,870	.....	524,045	1,074,012	3,388,933	5,196,366	303,475	506,502	289,600	.....	383,223	20,221,017	10,111
.....	.....	85,957	394,997	404,224	240,000	240,000	1,730	.....	.....	48,090	4,655,298	2,328
.....	.....	8,405	147,581	156,366	86,715	3,218	.....	.....	.....	9,595	2,504,899	1,252
.....	.....	146,481	25,064	329,347	359,310	167,968	24,723	330	.....	61,677	5,010,612	2,505
.....	.....	182,572	25,227	267,458	330,680	100,000	22,734	91,000	.....	23,745	3,096,294	1,548
.....	.....	651,256	286,428	1,093,230	2,023,798	389,600	62,025	.....	.....	88,844	6,292,275	3,141
.....	.....	66,953	60,000	128,221	242,927	20,000	61,463	.....	.....	40,789	2,603,938	1,302
.....	.....	39,161	9,419	60,910	133,281	.....	27,760	.....	.....	12,045	546,462	273
.....	.....	1,289,256	163,625	2,060,254	3,397,890	440,000	841,337	827,540	.....	295,273	22,436,581	11,218
.....	.....	24,933	2,420	72,545	125,824	.....	945	.....	.....	7,367	366,415	183
.....	.....	1,996	.....	36,507	30,218	.....	1,620	.....	.....	20,000	272,761	136
.....	.....	885,296	232,460	6,511,956	8,866,586	4,320,040	533,416	185,760	.....	679,847	57,306,634	28,633
.....	.....	111,558	80,000	215,467	470,225	740	84,165	136,273	.....	52,480	1,549,072	775
.....	.....	114,073	28,927	146,914	185,577	280	267,231	290,430	.....	37,230	3,250,191	1,625
.....	.....	54,100	6,102	101,494	186,138	2,575	60,210	50,770	.....	9,130	1,885,157	603
.....	.....	508,158	511,075	4,004,367	5,499,211	238,210	427,328	1,087,337	.....	107,825	17,188,652	8,594
.....	.....	5,255	.....	9,121	2,763	.....	89,690	.....	.....	.....	534,891	267
.....	.....	59,935	60,000	57,041	56,485	.....	26,531	73,253	.....	23,810	41,369,863	20,685
.....	.....	21,845	28,523	291,956	759,869	21,803	.....	.....	.....	1,610	3,377,516	1,689
.....	.....	58,612	.....	378,467	1,050,297	20,000	20,532	.....	.....	3,152	3,261,965	1,631
.....	.....	36,427	236,172	479,658	1,374,783	160,000	500,000	2,304,180	.....	39,170	6,609,210	3,305
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
46,265	50,575,153	16,136,492	9,730,258	46,854,444	81,202,417	16,418,568	88,916,440	61,367,875	350,165	10,490,225	865,583,983	.....
1,223	25,288	8,068	4,865	23,427	40,601	8,209	44,458	30,684	175	5,245	.....	432,792

CLASSIFICATION OF TONNAGE FORWARDED, BY MONTHS,

During the Fiscal Year Ending July 31, 1888.

CLASSIFICATION	August	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June	July	Totals for Year ending July 31, '82.	Totals for Year ending July 31, '83.	Totals for Year ending July 31, '81.
Lum'r, Laths & Shim's	23,140,334	21,470,796	20,053,663	17,150,393	18,741,814	19,871,772	13,659,698	16,843,933	15,037,045	13,539,777	16,544,652	19,101,726	215,155,713	100,510,024	44,580,292
Meats.....	245,199	100,754	292,246	133,108	62,431	256,151	438,265	371,966	314,285	208,431	406,668	504,535	3,425,579	3,645,165	5,037,863
Hides and Tallow.....	444,587	194,965	71,921	140,132	62,179	518,734	192,128	473,766	763,469	383,061	651,493	370,598	4,745,913	961,119	1,578,896
Wool.....	96,394	71,929	269,147	51,019	2,170	3,806	637	1,284	19,069	766,521	891,369	342,821	2,386,066	3,765,536	3,857,441
<b>Bales of Cotton</b>	<b>8,419</b>	<b>35,070</b>	<b>50,578</b>	<b>51,403</b>	<b>57,743</b>	<b>29,097</b>	<b>21,882</b>	<b>21,962</b>	<b>12,232</b>	<b>9,277</b>	<b>3,421</b>	<b>1,792</b>	<b>302,954</b>	<b>184,037</b>	<b>288,187</b>
Pounds of Cotton.....	4,274,818	17,700,398	25,544,652	26,124,029	29,189,088	14,661,134	10,075,357	11,056,133	6,186,631	4,678,725	1,716,104	303,077	152,948,136	92,055,366	144,531,991
Flour and Meal.....	1,329,237	1,238,359	1,137,151	1,962,808	1,146,028	1,230,341	1,385,899	1,922,431	1,975,490	1,408,162	1,189,536	1,288,342	12,126,977	12,126,977	7,822,374
Wheat and Barley.....	1,419,195	530,060	97,735	87,911	1,82,834	86,568	37,535	130,461	61,088	84,161	741,894	3,731,259	8,132,527	8,132,527	1,906,444
Corn.....	1,438,093	154,563	245,089	396,089	347,934	218,456	314,552	288,131	366,491	416,515	656,127	5,921,048	5,921,048	5,921,048	5,271,778
Hay, Oats & Millfeed	1,068,924	698,075	281,263	378,294	368,878	357,800	344,359	382,516	161,681	354,994	1,459,598	4,371,286	10,536,747	11,618,811	4,335,981
Cotton S'd, Oil & Cake	982,576	305,907	516,590	636,846	718,223	849,467	431,525	499,310	1,662,812	2,730,648	1,593,250	985,076	58,832,801	14,687,410	8,317,815
Fruits and Vegetables	105,000	135,675	154,850	73,300	1,506,375	355,250	97,925	499,310	222,930	459,264	500,119	730,438	6,155,795	1,776,051	6,021,936
Horses and Mules.....	1,654,850	3,052,920	1,865,180	2,768,417	1,506,375	1,812,355	97,755	297,845	5,597,455	31,601,820	3,992,213	183,390	3,446,265	972,334	1,104,332
Cattle, Sheep & Hogs	961,509	1,937,705	708,780	1,713,600	1,506,375	1,812,355	97,755	297,845	5,597,455	31,601,820	3,992,213	183,390	3,446,265	972,334	1,104,332
Manufactures.....	3,187,544	1,949,182	1,024,611	1,068,374	792,616	1,233,748	970,755	919,807	909,806	1,328,065	2,756,736	1,610,988	16,136,492	9,297,532	18,502,085
Bagging and Ties.....	5,850,783	4,253,138	3,596,031	2,927,627	4,109,343	3,333,335	3,855,201	4,707,268	3,785,099	3,202,986	2,710,969	1,424,247	9,730,258	7,387,410	7,411,142
Dry Goods & Notions	6,557,029	6,325,705	6,378,677	7,938,492	6,166,161	6,969,904	7,585,825	7,560,187	4,818,000	5,960,459	6,283,707	4,522,864	46,854,444	24,641,121	21,788,788
Groceries.....	1,268,400	1,519,347	1,661,340	2,313,000	1,805,413	3,211,486	695,660	597,820	8,985,728	9,932,934	1,163,095	577,103	16,418,568	62,542,517	52,418,380
Salt.....	9,170,615	6,038,340	10,280,088	11,748,000	7,919,296	9,254,189	3,328,579	7,095,609	6,500,050	6,290,044	3,060,304	5,635,359	88,916,440	39,500,756	9,817,883
Minerals.....	7,916,805	6,067,467	8,609,880	8,816,119	7,198,043	3,942,178	3,992,249	5,801,846	1,910,156	476,211	584,398	2,751,283	61,307,875	248,883,921	134,547,235
Railroad Materials.....	38,672	44,929	47,168	2,515	87,484	3,046	14,390	54,944	1,910,156	476,211	584,398	2,751,283	350,105	350,105	350,105
Government Freight	436,017	544,121	827,067	954,458	1,084,467	420,806	305,672	436,591	723,073	2,442,755	1,022,367	1,160,829	10,490,225	18,219,248	597,481
Miscellaneous Freight	71,083,917	83,359,519	94,642,207	98,207,437	92,597,356	74,477,892	53,021,301	64,328,222	52,018,795	67,893,900	48,979,992	63,083,855	863,583,953	694,353,716	519,270,647
<b>Total Wgt. in Pounds</b>	<b>35,542</b>	<b>41,680</b>	<b>47,321</b>	<b>49,104</b>	<b>46,299</b>	<b>37,239</b>	<b>27,511</b>	<b>32,164</b>	<b>26,009</b>	<b>33,917</b>	<b>24,490</b>	<b>31,516</b>	<b>432,792</b>	<b>347,176</b>	<b>259,639</b>

REPORT OF TONNAGE FORWARDED, BY STATIONS,  
FOR THE THREE YEARS ENDING JULY 31, 1883.

STATIONS	Total Weight for Fiscal Year ending July 31, 1881.	Total Weight for Fiscal Year ending July 31, 1882.	Total Weight for Fiscal Year ending July 31, 1883.
Galveston . . . . .	103,436 0562	123,822 0942	101,397 1431
Hitchcock . . . . .	1,632 0671	1,178 0345	994 1354
Houston . . . . .	87,579 1323	60,302 1943	1,449 1859
Alvin . . . . .		1,499 0933	2,049 1485
Arcola Junction . . . . .	935 1335	5,238 1929	519 0735
Clear Lake . . . . .	3,343 1265	1,066 1205	1,010 1556
Thompsons . . . . .		4,129 0403	3,279 0816
Richmond . . . . .	648 1633	1,674 0669	1,743 0153
Rosenberg . . . . .	10,643 1250	20,514 1427	117,804 1459
Wallis . . . . .	150 1023	330 1296	232 1489
Sealy . . . . .	1,789 1100	2,213 0467	1,972 0356
Millheim . . . . .			13,058 1070
Bellville . . . . .	2,066 1010	2,065 0983	2,797 0746
Kenney . . . . .	289 1598	501 1202	889 1226
Brenham . . . . .	7,933 1860	10,821 0633	20,301 1445
Gay Hill . . . . .	9,630 1548	16,278 0296	39,560 1128
Somerville . . . . .			1,635 1708
Lyons . . . . .	8,159 0241	13,979 0828	1,419 0698
Caldwell . . . . .	7,119 0552	5,195 1201	4,186 1743
Yellow Prairie . . . . .	0 0173	59 1540	137 1964
Milano Junction . . . . .	4,330 1605	18,502 1300	3,312 1720
Cameron . . . . .	2,705 0320	4,669 1173	3,995 0294
Buckholts . . . . .		1 0280	54 1486
Rogers . . . . .	1,336 0833	300 1204	738 0314
Heidenheimer . . . . .	14 1000	197 1634	510 1116
Temple . . . . .	3,792 1513	4,415 1334	10,135 0188
Belton . . . . .	2,100 0732	7,850 0599	6,579 0246
Killeen . . . . .		66 1477	489 0274
Copperas Cove . . . . .			296 1057
Kempner . . . . .		51 0295	118 0698
Lampasas . . . . .		377 1061	3,342 0083
Moody . . . . .		1,724 1823	2,280 1727
McGregor . . . . .		2,268 1154	18,338 0767
Crawford . . . . .		1,837 1345	2,456 0949
Valley Mills . . . . .		4,491 1210	683 0702
Clifton . . . . .		763 0813	1,144 0785
Meridian . . . . .		2,596 1074	482 1475
Morgan . . . . .		2,349 1063	908 0432
Kopperl . . . . .		9,454 0772	642 1216
Blum . . . . .		162 1038	257 1426
Cleburne . . . . .		2,605 1881	5,484 0092
Caddo Peak . . . . .		297 1393	111 1349
Crowley . . . . .		95 0443	4 1760
Fort Worth . . . . .		6,706 1083	12,995 1827
Alvarado . . . . .			1,390 1092
Midlothian . . . . .			652 0764
Cedar Hill . . . . .			1,380 0041
Hale . . . . .			8,609 0879
Clay . . . . .			272 0999
Navasota . . . . .		262 1154	2,656 0615
Plantersville . . . . .		2,689 1069	18,012 0065
Montgomery . . . . .		1,503 0155	8,013 1094
Totals . . . . .	259,639 1655	347,176 1710	432,791 1933
Increase over year ending July 31, 1881, . . . . .			173,152 0328
" " " " " " 1882, . . . . .			86,615 0267



STATISTICAL REPORT OF PASSENGER TRAFFIC, BY MONTHS,  
FOR THE FISCAL YEAR ENDING JULY 31, 1883.

ACCOUNT	August	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June	July	Totals
<b>LOCAL PASSENGER TRAFFIC—</b>													
Revenue	\$20,156 71	\$12,827 56	\$19,400 41	\$19,654 16	\$20,594 65	\$22,927 93	\$19,278 36	\$19,303 29	\$20,530 69	\$28,013 23	\$39,906 68	\$57,515 42	\$276,878 00
Number Passengers carried	16,622	15,097	16,957	16,169	17,550	19,388	14,935	16,356	16,355	21,467	23,982	26,620	221,098
Number Passengers carried one mile	690,002	632,881	678,705	675,769	720,693	807,135	645,424	669,326	731,815	967,095	1,062,724	1,276,846	9,578,853
Average mileage per Passenger	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>
Revenue per Passenger per mile	\$1,988 96	\$8,339 46	\$3,295 52	\$4,314 34	\$6,506 94	\$5,311 15	\$5,014 84	\$4,858 51	\$4,016 37	\$5,566 42	\$6,037 29	\$6,353 53	\$56,696 23
<b>FOREIGN PASSENGER TRAFFIC—</b>													
Number Passengers carried	912	1,092	1,379	1,684	3,548	1,972	1,903	1,954	1,636	2,288	2,757	2,551	23,336
Passengers carried one mile	79,051	141,605	126,643	159,616	347,341	196,720	240,464	192,565	157,166	230,996	235,101	232,086	2,209,446
Average mileage per Passenger	.08 <sup>8</sup>	.03 <sup>1</sup>	.09 <sup>1</sup>	.09 <sup>1</sup>	.07 <sup>7</sup>	.09 <sup>7</sup>	.113 <sup>3</sup>	.09 <sup>8</sup>	.096	.09 <sup>6</sup>	.08 <sup>2</sup>	.09 <sup>1</sup>	.04 <sup>8</sup>
Revenue per Passenger per mile	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>
Total Passenger revenue	\$22,174 97	\$25,221 02	\$22,785 93	\$23,968 50	\$27,030 89	\$25,269 08	\$24,893 20	\$24,161 80	\$24,575 97	\$33,579 63	\$36,033 97	\$43,869 25	\$333,574 23
Total number Passengers carried	17,434	16,789	18,336	17,853	20,498	21,360	16,898	18,310	17,991	23,755	26,039	29,171	244,434
Total number Passengers carried one mile	769,053	794,576	805,348	835,325	968,034	1,003,845	865,868	862,501	888,981	1,188,090	1,297,825	1,508,934	11,788,399
Average mileage per Passenger	.04 <sup>1</sup>	.04 <sup>7</sup>	.04 <sup>3</sup>	.04 <sup>7</sup>	.04 <sup>6</sup>	.04 <sup>7</sup>	.05 <sup>1</sup>	.04 <sup>7</sup>	.04 <sup>7</sup>	.04 <sup>6</sup>	.04 <sup>6</sup>	.04 <sup>6</sup>	.04 <sup>6</sup>
Revenue per Passenger per mile	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>	.02 <sup>3</sup>
Mileage of Passenger cars	100,561	96,550	106,497	112,309	120,584	130,714	104,767	115,697	134,018	152,208	161,094	178,072	1,499,071
Mileage of Passenger trains	28,449	26,400	28,444	27,365	29,543	31,180	28,638	30,910	30,910	39,920	47,336	45,161	384,895
Earnings per train mile	.78	.80	.80	.87	.91	.91	.87	.78	.79	.84	.76	.97	.84
Miles of road operated	482	482	482	482	482	482	482	482	482	506	534	534	493
Revenue per mile of road	\$46 00	\$46 70	\$47 29	\$49 73	\$56 08	\$58 65	\$51 65	\$50 13	\$50 99	\$66 36	\$67 48	\$82 15	\$676 62

## Analysis of Traffic Expenses for the Fiscal Year ending July 31, 1883.

CONDUCTING TRANSPORTATION.		\$515,676 35
Salaries of General Freight and Ticket Agents and Clerks.....	223,905 90	
Stationery and Printing for General Freight and Ticket Offices.....	4,339 69	
Tickets and Checks for General Freight and Ticket Offices.....	1,451 64	
Furniture, Fixtures and Incidentals for Gen'l Frt and Tkt Offices.....	3,128 49	
Advertising and Printing for General Freight and Ticket Offices.....	29,536 01	
Traveling and Soliciting Agents.....	15,810 04	
Passenger Conductors, Brakemen and Porters.....	4,563 34	
Station and Train Baggage Masters.....	57,057 93	
Freight Conductors and Brakemen.....	120,102 43	
Salaries of Ticket Clerks, Station Masters and Clerks.....	53,938 96	
Handling Merchandise.....	8,794 61	
Stationery and Printing for Stations.....	2,155 82	
Station Furniture and Fixtures.....	7,356 38	
Fuel, Lights and Tools for Stations and Superintendent's Office.....	4,352 90	
Drays on Merchandise and Trackage.....	10,409 16	
Salaries of Superintendents and Clerks.....	1,260 25	
Stationery and Printing for Superintendent's Office.....	21,935 11	
Despatchers and Telegraph Operators.....	32,277 71	
Yard Masters and Switchmen.....	9,231 24	
Loss and Damage to Merchandise.....	162 85	
Loss and Damage to Baggage.....	3,994 05	
Loss and Damage to Individuals.....	23,961 05	
Loss and Damage to Stock.....	388 46	
Loss and Damage to Cotton.....	9,373 20	
Rent of Warehouses and Grounds, Depots and Offices.....	4,077 54	
Car Service.....	1,115 57	
Fuel, Lights, Tools, etc., for Trains.....	9,030 43	
Wharfage.....	28,615 13	
Telegraph Messages for transportation purposes.....	2,032 47	
Incidentals for Trains and Stations.....	1,673 93	
Wreck Damage.....		\$515,676 35
MOTIVE POWER.		
Salaries Master Mechanic, Foremen and Clerks.....	14,729 32	
Engineers, Firemen and Wipers.....	109,673 96	
Repairs of Locomotives.....	64,489 43	
Oil and Waste used on Locomotives and Tenders.....	9,918 27	
Patterns and Tools used on Locomotives and Tenders.....	1,431 85	
Machinery and Tools used in Engine Repair Shops.....	4,145 99	
Repairs of Machinery and Furniture used in Engine Repair Shops.....	1,786 64	
Repairs of Turntables.....	2,686 80	
Repairs of Trucks.....	625 78	
Repairs of Pumps, Tanks, Water Cars and Fixtures.....	4,100 93	
Water Supply, Fuel, Labor and Stores.....	21,560 08	
Expense Stationary Engines at Shops.....	1,349 30	
Fuel for Engines—Wood.....	9,447 68	
Fuel for Engines—Coal.....	158,639 68	
Fuel for Shops.....	4,294 68	
Shop Laborers, Hoistmen and Watchmen.....	93,057 55	
Stationery and Printing.....	315 99	
Repairs Machinery and Tools.....	1,010 70	
Incidentals.....	3,144 19	
		\$436,409 12
MAINTENANCE OF CARS.		
Repairs Passenger Cars.....	623,674 15	
Repairs Mail, Baggage and Express Cars.....	7,538 43	
Repairs Freight Cars.....	45,569 80	
Oiling, Inspecting and Cleaning Passenger, Baggage, Mail and Express Cars.....	12,798 65	
Oiling and Inspecting Freight Cars.....	7,734 17	
Oil and Waste used on Passenger, Baggage, Mail and Express Cars.....	4,893 18	
Oil and Waste used on Freight Cars.....	3,869 74	
Repairs of Car Shops, Machinery and Tools.....	3,949 41	
Salaries of Master Car Builder and Watchmen.....	3,800 44	
Incidentals.....	618 80	
		\$112,474 23
MAINTENANCE OF WAY		
Ballasting Track.....	15,497 40	
Repairs of Road Bed.....	67,076 77	
Renewing of Cross-Ties—Labor and Materials.....	16,513 14	
Renewal of Rails and Fastenings—Labor and Materials.....	7,826 18	
Repairs of Road Crossings and Cattle Guards—Labor and Materials.....	1,389 47	
Fencing and Repairs of Fences.....	901 06	
Ditching.....	3,300 31	
Repairs of Frogs and Switches—Labor and Materials.....	4,563 61	
New Tools and Repair of Hand Cars and Tools.....	6,044 62	
Repairs of Freight Stations and Platforms.....	1,864 08	
Repairs of Passenger Stations and Platforms.....	743 71	
Repairs of Section Buildings and Tool Houses.....	15,122 59	
Repairs of Galveston Bay Bridge.....	992 67	
Repairs of Brazos River Bridge.....	13,077 70	
Repairs of Trestle Bridges.....	1,801 80	
Repairs of Culverts and Waterways.....	1,252 10	
Watchmen and Improvement of Yards.....	9,190 75	
Watchmen of Bridges and Track.....	6,792 46	
Salaries of Road Masters.....	246 35	
Stationery and Printing.....	2,584 42	
Wrecking.....	2,874 50	
Repairs of Telegraph Lines.....	7,038 34	
Incidentals.....		\$182,068 90
GENERAL EXPENSES.		
Salaries of General Officers.....	6,000 96	
Salaries of Clerks in Secretary's, Audit and Manager's Offices.....	24,407 86	
Fuel and Lights in Secretary's, Audit and Manager's Offices.....	359 14	
Furniture and Fixtures in Secretary's Audit and Manager's Offices.....	746 08	
Rent, Improvements and Rep's.....	1,208 90	
Books, Stationery and Postage.....	2,907 24	
Watchmen, Porters, Mess grs.....	2,510 00	
Incidentals in.....	2,282 62	
Legal Expense—Salaries and Fees of Lawyers.....	512 74	
Legal Expense—Court Costs and Witness Fees.....	823 88	
Interest, Discount and Exchange.....	674 28	
		\$49,292 51
Total Traffic Expenses.....		\$1,266,891 11

Statement of Monthly Earnings and Expenses, for the Fiscal Year ending July 31, 1883.

	August	Sept.	October	November	December	January	February	March	April	May	June	July	TOTALS
<b>EARNINGS—</b>													
Passenger Receipts.....	\$22,174 97	\$22,221 02	\$22,705 93	\$23,068 50	\$27,030 89	\$28,269 08	\$24,893 02	\$24,161 80	\$24,575 97	\$33,579 65	\$36,033 97	\$43,869 25	\$333,574 23
Freight Receipts.....	110,407 53	153,210 80	184,416 80	198,185 60	190,130 86	126,430 20	104,440 57	110,187 92	92,872 49	107,423 37	93,711 17	106,681 82	1,578,118 70
Mail Service.....	1,488 50	1,936 94	1,939 72	1,911 44	1,964 86	1,848 46	3,116 11	1,974 44	1,966 44	2,992 49	3,237 30	2,215 91	27,204 64
Express.....	682 50	1,059 03	1,569 00	1,569 00	1,794 00	1,569 00	1,569 00	1,569 00	1,569 00	1,569 00	2,349 00	1,959 00	20,148 50
Telegraph.....	4,098 73	2,962 92	5,103 37	9,029 86	6,387 54	1,145 78	737 78	8,879 88	9,009 45	9,906 19	1,090 30	1,595 60	13,974 88
Miscellaneous Receipts.....						13,771 21	13,420 50	9,632 55	10,369 20	5,169 73	7,625 40	7,130 73	96,648 74
<b>TOTAL.....</b>	\$141,192 33	\$182,939 71	\$217,022 91	\$235,908 11	\$228,796 74	\$173,033 73	\$150,186 14	\$146,405 59	\$132,202 55	\$151,730 43	\$144,067 14	\$163,452 31	\$2,068,957 69
<b>OPERATING EXPENSES—</b>													
Conducting Transportation.....	\$38,903 76	\$38,335 88	\$49,061 35	\$48,569 19	\$45,992 45	\$50,100 82	\$41,403 45	\$40,876 90	\$39,848 00	\$42,309 00	\$42,004 20	\$38,260 75	\$515,676 35
Motive Power.....	30,434 53	31,901 49	38,462 53	41,079 72	41,830 92	40,708 12	33,218 60	31,864 40	34,160 90	37,067 96	36,047 18	39,472 77	436,409 12
Maintenance of Cars.....	8,003 96	8,372 83	11,965 84	10,061 66	10,491 71	12,104 14	9,140 20	8,103 90	6,760 70	8,663 04	8,163 35	10,602 68	112,474 33
Maintenance of Way.....	12,433 55	13,589 12	18,392 13	15,704 86	15,407 23	14,383 60	13,186 30	13,874 60	14,295 98	13,342 59	15,196 80	20,112 14	182,038 90
General Expense.....	3,177 43	2,875 25	2,931 96	3,382 18	4,437 43	3,393 30	3,438 30	3,037 83	3,057 07	3,544 93	6,119 32	3,877 31	43,292 51
<b>TOTAL.....</b>	\$92,053 23	\$97,134 57	\$120,953 81	\$118,817 93	\$118,139 74	\$120,789 98	\$100,406 95	\$97,757 63	\$98,122 65	\$104,968 12	\$107,530 85	\$112,315 65	\$1,289,881 11
<b>NET EARNINGS.....</b>	\$48,239 10	\$85,825 14	\$96,069 10	\$117,090 18	\$110,657 00	\$52,243 75	\$49,779 19	\$50,647 96	\$34,079 90	\$46,762 31	\$36,536 39	\$51,136 66	\$779,066 58
<b>Tons of Freight Carried.....</b>	35,342	41,680	47,321	49,104	46,269	37,239	37,511	32,164	26,099	33,917	24,490	31,516	432,792
<b>Tons Carried One Mile.....</b>	4,065,965	5,396,436	6,634,965	6,850,671	6,549,706	6,176,538	3,851,319	4,098,138	4,048,847	5,003,396	3,564,056	4,616,368	63,066,544
<b>Average Rate per Ton per Mile.....</b>	8.497	35,070	50,578	51,403	57,743	29,097	21,862	21,962	12,232	9,277	3,421	1,792	302,954
<b>Business of Freight Trains.....</b>	56,471	65,242	69,064	71,453	71,329	62,731	57,686	57,154	55,455	83,961	55,776	53,284	760,176
<b>No. of Passengers Carried.....</b>	17,434	16,749	18,336	17,853	20,498	21,360	16,898	18,310	17,091	23,755	28,039	29,171	244,434
<b>Passengers Carried One Mile.....</b>	769,053	794,376	805,348	835,325	966,034	1,003,845	865,868	869,501	868,961	1,168,069	1,297,825	1,508,934	11,788,389
<b>Passenger Rate per Passenger per Mile.....</b>	28.449	26,400	28,444	27,395	29,543	31,150	28,638	30,910	30,919	39,920	47,336	45,161	394,285
<b>Business of Road Operated.....</b>	482	482	482	482	482	482	482	482	482	506	534	534	493
<b>Net Earnings per Mile.....</b>	\$292 93	\$379 58	\$450 25	\$489 44	\$474 68	\$354 99	\$311 59	\$307 89	\$274 28	\$399 96	\$269 79	\$306 09	\$4,196 07
<b>Expenses per Mile.....</b>	\$192 65	\$201 52	\$250 94	\$246 51	\$245 10	\$250 60	\$208 31	\$202 82	\$203 57	\$207 45	\$210 37	\$210 33	\$2,610 33
<b>Net Earnings per Mile.....</b>	\$100 06	\$178 06	\$199 31	\$242 93	\$229 58	\$104 39	\$103 28	\$105 07	\$70 71	\$92 41	\$48 42	\$85 76	\$1,585 76
<b>Expenses to Earnings.....</b>	65%	53%	55%	50%	51%	69%	66%	65%	74%	69%	74%	68%	69%

## Apportionment of Earnings, Expenses, Receipts and

### GROSS EARNINGS—

Passengers . . . . .	\$ 401,574 22	
Freight . . . . .	1,075,115 70	
Mail Service . . . . .	57,394 64	
Express Service . . . . .	36,142 50	
Telegraph Receipts . . . . .	11,274 26	
Miscellaneous Earnings . . . . .	92,542 74	2,668,957 69
		<u>\$ 2,668,957 69</u>
Balance net earnings credited to income . . . . .		<u>\$ 779,056 58</u>

		<u>\$ 779,056 58</u>
Balance surplus for fiscal year ending July 31st 1882 . . . . .		\$ 310,492 31
Capital Stock—Proceeds of sale of 1,000 shares of the Capital Stock of this Company, of \$1.00 each at par \$1,000.00 . . . . .		
Bonded Debt first mortgage—Proceeds of sale of 1,000 First Mortgage Bonds of this Company, of \$1.00 each at par . . . . .	1,000,000 00	
Furniture and Goods from Sales—Proceeds sale of two hundred chairs at \$47 each . . . . .	9,400 00	\$ 2,414,196 00

		<u>\$ 2,724,698 31</u>
Balance brought forward . . . . .		\$ 302,532 51
Bond Coupons due and increased since August 1st 1882 . . . . .	\$ 2,044 25	
Arrears Dividends and Pay-Rolls due and increased since August 1st 1882 . . . . .	20,000 00	
Bills Receivable decreased since August 1st 1882 . . . . .	18,240 00	\$ 60,291 86

		<u>\$ 362,824 37</u>
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## Disbursements for the Fiscal Year ending July 31, 1883

### OPERATING EXPENSES—

Conducting Transportation . . . . .	\$	515,676	35	
Motive Power . . . . .		436,409	12	
Maintenance of Cars . . . . .		112,474	28	
Maintenance of Way . . . . .		182,038	90	
General Expense . . . . .		43,292	51	\$ 1,289,891 11
Balance . . . . .				779,066 58
				<u>\$ 2,068,957 69</u>

### PAYMENTS FROM INCOME—

Annual Interest on Bonded Debt . . . . .	\$	430,001	22	
State, County and Municipal Taxes . . . . .		22,238	10	
Insurance on Company's property . . . . .		16,334	95	
Balance . . . . .				310,492 31
				<u>\$ 779,066 58</u>

### CONSTRUCTION EXPENDITURES—

Amount expended during the fiscal year in the construction and completion of Branch Lines to Navasota and Houston, and for purchase of Chicago, Texas and Mexican Central, and Central and Montgomery railroads :

Real Estate . . . . .	\$	125,612	36	
Charter Privileges . . . . .		4,179	07	
Graduation . . . . .		192,816	89	
Bridging . . . . .		210,164	75	
Superstructure . . . . .		389,916	20	
Station Buildings . . . . .		149,353	91	
Equipments . . . . .		331,719	85	
Engineering . . . . .		30,288	30	
General Expenses . . . . .		74,080	93	
Purchase, reconstruction and extension C. T. & M. C. Railway . . . . .		957,991	96	
Balance purchase price and reconstruction C. & M. Ry		33,610	94	2,499,735 16
Construction Telegraph Line . . . . .				22,420 64
Balance . . . . .	\$			202,532 51
				<u>\$ 2,724,688 31</u>

Balance due by Station Masters and Ticket Clerks increased since August 1st, 1882 . . . . .	\$	18,316	55	
Bills payable and sundry cred. dec. since Aug. 1, 1882 . . . . .		474	80	
Material and Stores increased since Aug. 1, 1882 . . . . .		30,960	94	
Fuel in Stock increased since Aug. 1, 1882 . . . . .		182,948	18	
Sundry accounts increased since Aug. 1, 1882 . . . . .		13,593	82	
Connecting Roads' Traffic Balance paid and increased since August 1st, 1882 . . . . .		14,928	04	
Treasurer's Balance increased since August 1st, 1882 . . . . .		1,602	04	

\$ 262,824 37

## ANALYSIS OF CONSTRUCTION EXPENSES

FOR THE FISCAL YEAR ENDING JULY 31, 1883.

CHARTER PRIVILEGES—Franchises and Grants from States . . . . .	\$478 50	
Franchises and Grants from Cities . . . . .	3,705 57	\$4,179 07
REAL ESTATE—Purchase and Expropriation of Right of Way . . . . .	54,054 47	
Purchase and Expropriation of Depot Grounds . . . . .	64,771 06	
Purchase of Lands for Section and Round Houses . . . . .	937 50	
Salaries of Agents procuring Right of Way. . . . .	5,849 33	125,612 36
GRADUATION—Clearing and Grubbing . . . . .	3,914 35	
Excavation, Embankment and Extra Haul . . . . .	129,039 26	
Culverts and Waterways of Wood . . . . .	50,233 91	
Culverts and Waterways of Masonry . . . . .	51 40	
Cattle Guards and Fences . . . . .	9,577 97	192,816 89
BRIDGING—Masonry . . . . .	89,620 25	
Timber for Piles and Foundations . . . . .	12,130 01	
Lumber (hewn or sawed) for Superstructure . . . . .	8,627 07	
Iron Work . . . . .	95,286 15	
Labor on Piles and Foundations . . . . .	21,988 82	
Labor on Superstructure . . . . .	32,512 45	210,164 75
SUPERSTRUCTURE—Cross Ties . . . . .	54,467 10	
Iron Rails . . . . .	93,854 90	
Fish Plates, Bolts, Chairs and Spikes . . . . .	12 113 59	
Switches and Frogs . . . . .	85,162 83	
Labor, Tracklaying and Ballasting Track . . . . .	127,087 66	
Train Expense in Transporting Materials . . . . .	67,280 12	389,916 20
STATION BUILDINGS—Passenger Stations . . . . .	13,819 62	
Freight Stations . . . . .	41,196 50	
Wood Sheds, Water Tanks and Fixtures . . . . .	46,883 03	
Engine Houses and Turntables . . . . .	15,007 13	
Engine Repair Shops, Machinery and Tools . . . . .	15,117 96	
Car Repair Shops, Machinery and Tools . . . . .	6,355 45	
Division and Section Buildings for Trackmen . . . . .	10,974 22	149,353 91
EQUIPMENT—Locomotives . . . . .	84,144 18	
Passenger Cars . . . . .	11,198 81	
Baggage, Mail and Express Cars . . . . .	16,802 89	
Box Freight Cars . . . . .	149,015 36	
Stock Cars . . . . .	21,894 91	
Platform Freight Cars . . . . .	10,267 10	
Water Cars . . . . .	67 50	
Hand Cars and Track Tools . . . . .	7,840 67	
Service Cars . . . . .	6,398 19	
Passenger Stations . . . . .	2,859 27	
Freight Stations . . . . .	12,108 31	
General Offices . . . . .	8,903 01	
Storekeeper's Offices . . . . .	158 27	
Master Mechanic's Office . . . . .	66 38	331,719 85
ENGINEERING—Salaries—Engineers and Assistants . . . . .	18,817 10	
Salaries—Clerks and Draftsmen . . . . .	4,312 33	
Wages—Chainmen, Flagmen and Axmen . . . . .	1,658 40	
Board and Transportation . . . . .	3,818 74	
Office Rent and Fixtures—Engineering . . . . .	516 00	
Printing and Stationery—Engineering . . . . .	258 75	
Contingencies—Engineering . . . . .	906 98	30,288 30
GENERAL OFFICE EXPENSE—Salaries of Officers . . . . .	9,539 27	
Office Rent and Fixtures . . . . .	1,200 00	
Salaries of Clerks and Porters . . . . .	9,142 00	
Printing and Stationery . . . . .	384 25	
Advertising . . . . .	2,055 15	
Legal Expense . . . . .	7,314 60	
Contingencies . . . . .	44,445 66	74,060 93
Purchase, reconstruction and extension C. T. & M. C. Railway . . . . .		957,991 96
Balance purchase price and reconstruction C. & M. Railway . . . . .		83,610 94
Construction Telegraph Line . . . . .		22,420 64
Total Construction Expenses . . . . .		\$2,522,155 80



**STATEMENT OF OPERATIONS, REVENUE, Etc.  
FOR THE THREE YEARS ENDING JULY 31, 1883.**

	1881	1882	1883
Average Miles Operated . . . . .	212	361	493
Passenger Train Miles . . . . .	210,138	278,474	394,295
Freight Train Miles . . . . .	255,817	462,733	760,176
Passengers Carried . . . . .	62,280	109,606	244,434
Passengers Carried One Mile . . . . .	3,825,584	6,095,196	11,788,399
Tons Freight Moved . . . . .	259,639	347,176	432,792
Tons Freight Moved One Mile . . . . .	26,320,442	39,961,051	63,066,544
Passenger Earnings . . . . .	\$105,587 21	\$201,289 24	\$333,574 23
Freight Earnings . . . . .	645,834 40	978,945 94	1,578,118 70
Mail Service . . . . .	6,089 95	19,139 50	27,204 64
Express Service . . . . .	7,100 00	12,400 00	20,142 50
Telegraph Earnings . . . . .	2,883 22	8,609 14	13,274 88
Miscellaneous Earnings . . . . .	9,940 27	30,689 39	96,642 74
<b>GROSS EARNINGS . . . . .</b>	<b>\$777,435 05</b>	<b>\$1,251,073 21</b>	<b>\$2,068,957 69</b>
Conducting Transportation . . . . .	253,430 76	355,586 76	515,676 35
Motive Power . . . . .	148,666 27	243,132 27	436,409 12
Maintenance of Cars . . . . .	26,527 31	63,329 45	112,474 23
Maintenance of Way . . . . .	76,280 15	117,422 66	182,038 90
General Expense . . . . .	18,779 52	31,484 17	43,292 51
<b>OPERATING EXPENSES . . . . .</b>	<b>\$523,684 01</b>	<b>\$810,955 31</b>	<b>\$1,289,891 11</b>
<b>NET TRAFFIC EARNINGS . . . . .</b>	<b>\$253,751 04</b>	<b>\$440,117 90</b>	<b>\$779,066 58</b>
<b>PAYMENTS FROM NET EARNINGS—</b>			
Interest on Bonds . . . . .	146,033 00	291,939 40	430,001 22
Taxes . . . . .		12,895 12	22,238 10
Insurance . . . . .	7,811 62	13,091 93	16,334 95
Rental Leased Lines . . . . .	17,416 64	13,458 30	
Surplus . . . . .	82,489 78	108,733 15	310,492 31
	<b>\$253,751 04</b>	<b>\$440,117 90</b>	<b>\$779,066 58</b>
Gross Earnings per Mile . . . . .	\$3.667 15	\$3.463 17	\$4.196 69
Net Earnings per Mile . . . . .	1.196 94	1.218 32	1.580 28
Operating Expenses per Mile . . . . .	2.470 21	2.244 85	2.616 41
Revenue per Passenger per Mile . . . . .	.02 <sup>s</sup>	.03 <sup>s</sup>	.02 <sup>s</sup>
Revenue per Ton per Mile . . . . .	.02 <sup>s</sup>	.02 <sup>s</sup>	.02 <sup>s</sup>
Proportion Expenses to Earnings . . . . .	.67	.66	.62
<b>GENERAL BALANCE.</b>			
Capital Stock . . . . .	\$2,350,000 00	\$3,480,900 00	\$4,560,000 00
Bonded Debt . . . . .	3,492,000 00	5,505,000 00	6,840,000 00
Sundry Creditors and Bills Payable . . . . .	760,755 14	768,939 70	768,464 90
Miscellaneous Accounts . . . . .	188,642 44	197,719 29	269,566 04
Income . . . . .	82,489 78	191,222 93	501,715 24
<b>TOTAL LIABILITIES . . . . .</b>	<b>\$6,873,887 36</b>	<b>\$10,143,781 92</b>	<b>\$12,939,746 18</b>
Cost of Road, Equipment and Buildings . . . . .	\$6,188,166 62	\$9,227,466 88	\$11,601,493 68
Real Estate, Depot Grounds and Right of Way . . . . .	247,516 47	272,358 05	397,970 41
Construction Telegraph Line . . . . .	43,741 93	71,982 27	94,402 91
Fuel, Material and Stores . . . . .	55,567 23	133,640 00	347,549 12
Bills Receivable . . . . .	106,379 18	145,734 59	127,493 63
Sundry Accounts . . . . .	208,452 31	246,727 83	323,362 09
Treasurer . . . . .	24,063 62	45,872 30	47,474 34
<b>Total Assets . . . . .</b>	<b>\$6,873,887 36</b>	<b>\$10,143,781 92</b>	<b>\$12,939,746 18</b>

## TRUST DEED—FIRST MORTGAGE BOND.

THIS INDENTURE, made this fourth day of December, in the year one thousand eight hundred and eighty-two, between the GULF, COLORADO AND SANTA FE RAILWAY COMPANY, a corporation created by, and existing under, the laws of the State of Texas, party of the first part, and JOHN S. KENNEDY and CHARLES M. FRY, of the city and State of New York, parties of the second part :

WHEREAS, on the twenty-first day of June, in the year one thousand eight hundred and seventy-nine, the parties hereto mutually entered into and executed a certain Deed of Trust for the purpose of securing the payment of certain First Mortgage Gold Bonds in the said Deed more particularly described, to which original deed reference may be had for greater particularity :

AND WHEREAS, the party of the first part was originally incorporated under and in pursuance of an Act of the Legislature of the State of Texas, passed May twenty-eight, in the year one thousand eight hundred and seventy-three, entitled : "An Act to incorporate the Gulf, Colorado and Santa Fe Railway Company, and to grant land in aid of construction of same;" and since the execution of said Deed of Trust, the Charter of the party of the first part has been amended in accordance with law in such manner as to authorize the construction, operation and maintenance by it of other lines of railway and telegraph, in addition to those mentioned in the said Charter, or in any amendments thereto in existence at the date of said Deed of Trust;

AND WHEREAS, it was the intention of the parties to said Deed of Trust that the bonds issued thereunder, and therein more particularly described, should be secured by a first lien upon all the real and personal property of the party of the first part, whether then owned or thereafter to be acquired, and upon all the lines of railway and telegraph which it then had the power to construct, or might thereafter acquire power to construct, excepting only from such property the lands specifically excepted by the express terms of the said Deed of Trust ; but doubts having arisen as to the sufficiency of the said Deed to effect that purpose, and it is the desire and intention of the parties thereto to carry their original purpose into full effect ;

AND WHEREAS, at a meeting of the Board of Directors of the party of the first part, held at Galveston the fourteenth day of August, one thousand eight hundred and eighty-two, it was unanimously resolved by the said Directors (more than two-thirds of all the said Directors being present and voting) that an instrument by way of Supplementary Mortgage or Deed of Trust should be executed to the parties of the second part by the parties of the first part, in the form substantially used in this Indenture, to secure all the said bonds and also similar Bonds issued and to be used at the rate of Twelve Thousand Dollars on each mile of the railway of the party of the first part, now or hereafter built; the number of miles thus completed to be conclusively determined by written certificates, signed by the Presi-

dent and Chief Engineer of the party of the first part, furnished to the Trustees herein named; said Bonds to bear date of the first day of July, one thousand eight hundred and seventy-nine, and to be payable thirty (30) years after date, each for the sum of one thousand dollars, with interest at the rate of seven per cent. per annum, payable semi-annually in the city of New York, with coupons attached for said interest; principal and interest of said Bonds to be payable in in United States Gold coin; all of said bonds to be equally secured by these presents, although they may be issued at different times, and to be authenticated by a certificate signed by said Trustees; the said Bonds and Coupons to be substantially in form as follows :

No.

\$1000.

THE UNITED STATES OF AMERICA,

STATE OF TEXAS,

## FIRST MORTGAGE GOLD BEARING BONDS,

The Gulf, Colorado and Santa Fe Railway Company.

Of Texas.

The Gulf, Colorado and Santa Fe Railway Company promises to pay to bearer One Thousand Dollars in United States Gold Coin, in the city of New York, thirty years after the date hereof, with interest thereon at the rate of seven per cent. per annum from date, payable on the first day of January and July of each year, in like Gold Coin, on the presentation of the annexed Coupons therefor. This Bond is one of a series, numbered consecutively from one upwards, issued twelve to each mile of completed railroad of said Company, all of which are equally secured by a Deed of Trust, with first lien, bearing date of June the twenty-first, eighteen hundred and seventy-nine, executed by said Company to John S. Kennedy and Charles M. Fry, as Trustees, conveying all and singular the said railway from Galveston to Richmond and its extension to Belton, and all further extensions, with all equipments, appurtenances and franchises. This Bond shall not become obligatory unless the certificate endorsed hereon is signed by the said Trustees or their successors in this Trust, who shall countersign and deliver this Series of Bonds at the rate of twelve to each mile of completed road.

IN WITNESS WHEREOF, The said Gulf, Colorado and Santa Fe Railway Company has caused its Corporate Seal to be hereunto affixed and these presents to be signed by its President and countersigned by its Secretary.

GALVESTON, Texas, July 1, 1879.

C. C. ALLEN, Secretary.

JOHN SEALY, President.

[COUPON.]

On the first day of January [or July] the Gulf, Colorado and Santa Fe Railway Company will pay to bearer, in the City of New York, Thirty-five Dollars in United States Gold Coin, for semi-annual interest on its first Mortgage Bond.

Bond No.

Secretary.

## [TRUSTEES' CERTIFICATE.]

The undersigned Trustees hereby certify that the Gulf, Colorado and Santa Fe Railway Company has executed to us a Deed of Trust dated June the twenty-first, 1879, purporting to convey to us the entire railroad of said corporation, constructed and to be constructed, its equipments, appurtenances and franchises, and purporting to be a first lien to secure the payment of this Series of Bonds for Twelve Thousand Dollars to the mile completed of said road, and that no more Bonds have been signed or certified by us than are authorized by the said Deed of Trust.

*Trustees.*

AND WHEREAS, the stockholders of the party of the first part, at a meeting regularly called, according to law, upon sixty (60) days' notice, for the purpose of authorizing the execution of a mortgage upon its property, and held at Galveston on December the fourth, 1882, did, by the vote of more than two thirds of all the said stockholders in value, ratify and confirm the said action of the said Directors, and authorize the execution of this instrument.

NOW, THEREFORE, THIS INDENTURE WITNESSETH, That for and in consideration of the premises, and for the sum of One Dollar to it duly paid by the said parties of the second part, the receipt whereof is hereby acknowledged, and in order to secure the payment of the principal and interest of said Bonds, the said Gulf, Colorado and Santa Fe Railway Company does hereby grant, bargain, sell, alien, convey and confirm unto the said John S. Kennedy and Charles M. Fry, parties of the second part, their heirs and assigns, as Trustees, as joint tenants and not tenants in common, and unto the survivor of them, his or their successor or successors, as hereinafter provided, any and all railways of the said Railway Company, now constructed or hereafter to be constructed or authorized, where-soever situated, including main lines, branches and extensions, together with all the railways, ways or rights of way, tracks, rails, bridges, viaducts, culverts, fences and structures of every kind, all depots, station houses, engine houses, car houses, wood houses, machine shops, water tanks and all other buildings, together with the lots or parcels of land on which each and all are or may be erected, and all locomotives, tenders, passenger, baggage, mail, freight, hand and other cars, and all other rolling stock and equipment, all machinery, tools, implements, fuel and materials, all furniture, maps, books of account, vouchers, receipts and assets of every kind, all leasehold premises and leases, income, tolls, rents, issues, profits, reversions and remainders, all of which herein specified recited premises and property and all other real and personal property now or at any time during the continuance of this Trust belonging or to belong to said Company are included and embraced in this conveyance, with all appurtenances thereto, together with all the present and future franchises and chartered rights, privileges and immunities which now do or at any time during this Trust may belong to or appertain to said Company, including the franchise to be a corporation. But it is understood that the lands which may be acquired by said Company from the State of Texas, and all other lands it may acquire by dona-

tion or otherwise, except those acquired for some of the purposes hereinbefore specified and used in connection with said railway or the operation thereof, are not hereby conveyed or intended so to be.

To HAVE AND TO HOLD, all and singular, the said railway, premises, property, rights and franchises hereby conveyed or intended so to be, unto the said John S. Kennedy and Charles M. Fry, parties of the second part, their heirs or assigns, as Trustees, as joint tenants and not tenants in common, and unto the survivor of them, his or their successor or successors, as hereinafter provided, in trust for the owners and holders of said bonds or any of them, subject to the terms and stipulations of said bonds and the interest coupons thereto annexed, and to the provisions of the Charter of the said Company and also subject to the possession and management of said party of the first part and its assigns, so long as it or they shall well and truly perform, all and singular, the stipulations of the Bonds aforesaid and the covenants of this Indenture. And, in case the said Gulf, Colorado and Santa Fe Railway Company shall fail to pay the principal, or any part thereof, or the whole of the interest on all said Bonds, when the same may become due and payable according to the tenor thereof, and if such default shall continue six months after such payment has been demanded, then and thereupon the principal of all the said Bonds thereby secured shall be and become immediately due and payable, and the said Trustees, or their successors in this Trust, if the said default still continues, may and upon the request of the holders of one-half of the said Bonds then outstanding, and upon receiving suitable indemnity against risks and expenses, shall take actual possession of said railroad, and of all and singular the premises, rights and privileges herein conveyed, and personally or by agents or attorneys shall manage and operate said railroad, premises, property, etc., and receive all the tolls, freight, income, rents, issues and profits therefrom, together with all the books, papers, records, accounts, assets and money of said Company for the purpose of paying equally the said Bonds issued under this Mortgage, first defraying out of the same all the expenses of operating the road, and its needful repairs or replacements, and all the expenses of the execution and management of this Trust; or the said parties of the second part or their successors in said Trust may, in their discretion, if said default is still continuing, and shall, at the written request of the holders of at least one-half of the Bonds then unpaid and outstanding, and upon receiving suitable indemnity against risks and expenses, cause all and singular the said mortgaged property, appurtenances, franchises, rights and privileges to be sold, altogether and in bulk as an entirety, before the County Courthouse door, in the city of Galveston, giving at least ninety days' notice of the time, place and terms of said sale, by publishing the same once in each week during the said ninety days, in a newspaper of good circulation in said city, and in one or more newspapers in the city of New York; and, upon receiving the purchase money therefor, they shall execute to the purchaser or purchasers thereof a good and sufficient Deed of Conveyance in fee simple for the same, which sale and conveyance shall be a bar against the party of the first part, its successors and assigns, and all persons claiming under them, of all right, interest or claim in or to said premises so sold, or any part thereof, forever. And the receipt of said Trustees shall be a full and sufficient discharge of



said purchaser thereof, who shall not be liable or in any way bound to see said purchase money applied to this Trust, or in any manner answerable for its loss or misapplication. And the said Trustees shall, after deducting from the proceeds of said sale the costs and expenses thereof, and of managing said property, if the same has been in their possession, and all payments for taxes, assessments and counsel fees, and also a commission to said Trustees for said sale, apply the proceeds to the payment of the principal and interest of said Bonds in full; or, should the same not be sufficient for such full payment, then to the equal pro rata payment thereof; and, if there be a residue of such proceeds, they shall pay the same to said party of the first part; but the said Trustees may, in their discretion, instead of taking possession of the said property or selling the same, proceed by the ordinary measures of foreclosure and sale, under the decree of a competent court, and nothing herein contained shall be construed as limiting their right to apply to such court for such relief, or for the usual relief in the course of such proceedings.

The said party of the first part binds itself peaceably to surrender all said premises, property and rights to said Trustees on their demand as aforesaid, and to the purchaser thereof immediately, and hereby expressly waives and agrees that it will not take the benefit or advantage of any valuation, appraisal, extension or relief laws; and the actual possession of the property shall not be necessary to the exercise of the power of sale by the Trustees and to the validity and full effect of the same; and the purchaser shall have full right immediately to enter into and take possession of the same.

In the purchase of said property and premises, upon a sale made either by the Court, under decree of foreclosure, or by the Trustees themselves. Bondholders or the Trustees in their behalf, being the highest bidders, shall have equal right of purchase with all other persons, in the same manner as if they were not interested; and the bonds of said Company secured by this mortgage shall be receivable at such sale as cash for the amount of cash which would be payable on such bonds out of the proceeds of the sale.

It is further expressly provided that the recitals in the conveyance by the Trustees to the purchaser shall be full evidence of the matters therein stated; and no other proof shall be requisite in default of the payment of said bonds or coupons, or of request by the specific number or proportion of the holders of said bonds for the enforcement of this trust, or of the due appointment and authority of the Trustees or Trustee acting, or of the advertisement or sale, or any particulars thereof; and all prerequisites to said sale shall be presumed to have occurred or to have been performed.

In case of the resignation, death, refusal or inability to act from any cause, of the Trustees named herein, or either of them, or any successor Trustee, the holders of a majority of said bonds then outstanding may, by a certificate signed by them and served upon the surviving Trustee, or, if none survives, then upon one of the Directors of the party of the first part, fill any and all such vacancies of such Trustee; and such certificate shall be full evidence of the right and authority of such Trustee. But should such certificate be not so served within sixty days after such vacancy occurs, the surviving Trustee shall appoint a co-Trustee

by an instrument in writing, which shall take effect when signed by holders of twenty-five per cent. of the Bonds secured by this deed and then outstanding, and served upon a Director of the party of the first part. And such successor Trustee or Trustees appointed as aforesaid shall immediately thereupon become vested with all the powers, rights and interests, and charged with all the same duties and future responsibilities, as if he or they had been of the original Trustee parties of the second part named in these presents.

Whenever the word "Trustees" is used in these presents it shall be construed to mean the Trustees or Trustee for the time being, whether original or substituted, and, whenever a vacancy shall exist, to mean the surviving or continuing Trustee, who shall during such vacancy be competent to exercise all the powers by these presents granted to or conferred upon the parties of the second part.

Trustees under this instrument shall only be liable for fraud or willful misconduct, and shall not in any case be held individually liable for any act or default of each other, or of any agent or person employed by them or him in any capacity in or about the management or operation of said road, property or money arising therefrom, but shall only be required to exercise good faith in the selection and appointment of such agents or persons.

And the said Trustees may convey or release, upon the written request of the party of the first part, any lands which the Company may disuse or abandon by reason of any change of location of any station house, building or stockyard, connected with said railroad, and may consent to such change and such other changes in the location of the track, buildings or stockyards, as they shall deem expedient, and may make and deliver the instruments necessary to carry the same into effect.

IT IS FURTHER PROVIDED, that the Trustee or Trustees who may act under this conveyance may take such legal advice and employ such assistance as may be necessary in their judgment to the proper discharge of their duties, and shall be entitled to receive reasonable compensation for every labor or service performed by them or him in the discharge of this Trust, and for all their reasonable expenses and disbursements. It is expressly stipulated that the compensation to the Trustee or Trustees who may act in making a sale of the mortgage premises herein conveyed, for making such sale and executing a Deed thereunder, shall be one-half of one per cent. on the proceeds of such sale.

IT IS HEREBY EXPRESSLY AGREED that the said Deed of Trust, executed on the twenty-first day of June, 1879, and the Bonds issued thereunder and therein described, shall be construed as though the said Deed had from the beginning been amended so as to conform to all the foregoing provisions of this Indenture, and as though all the railways and all other property, rights and franchises of the party of the first part, made subject to the Lien and Trust hereby created, had been expressly and in terms included in the said original deed of Trust, and that all the Bonds heretofore issued by the party of the first part and certified to by the signatures of the parties of the second part, in manner and form as prescribed by the said original Deed of Trust, shall be secured by and entitled to all the benefits of this Indenture, equally and upon the same footing with Bonds issued in pursuance of this Indenture, and that all Bonds hereafter issued

under and in pursuance of this Indenture, and entitled to the benefits of the Trust and Lien hereby created, shall also be entitled, equally and upon the same footing with similar Bonds issued under the said original Deed of Trust, to the benefit of the Trust and Liens thereby created; it being the express intention of all parties hereto that all of the Bonds issued under and in pursuance to the said original deed of Trust or of this Indenture shall stand upon the same footing and be entitled in all respects to the same benefits (no Bonds or series of Bonds having any preference over any other Bonds or series of Bonds), to the same effect and in the same manner as if this Indenture had been contained in the same original Deed of Trust, and the two instruments had been consolidated into one, and also if all the said Bonds which have heretofore been issued, or may hereafter be issued had been actually issued at one time and under one Instrument containing all the provisions that are included in the said original Deed of Trust and in this Indenture.

This Deed shall take effect when signed by the Trustees in token of their acceptance of the Trust hereby created.

IN WITNESS WHEREOF, the said The Gulf, Colorado and Santa Fe Railway Company, party of the first part, in pursuance of the authority conferred upon it by law, and of a resolution of its Board of Directors passed the fourteenth day of August, 1882, and of a resolution passed by a vote of the holders and owners of two-thirds of all its Capital Stock, at a meeting of its Stockholders called according to law and held at the City of Galveston, on the fourth day of December, 1882, has caused this Indenture to be subscribed in its name by its President and Secretary, and the Corporate Seal of said Company to be affixed thereto; and the parties of the second part, for the purpose of testifying to their acceptance of the trust hereby created, have also affixed their signatures and seals hereto, the day and year first above written.

GEO. SEALY, President G., C. & S. F. R'y.

F. P. KILLEEN, Secretary G., C. & S. F. R'y.

JOHN S. KENNEDY, }  
CHAS. M. FRY, } Trustees.

THE STATE OF TEXAS, }  
County of Galveston. }

I, WM. R. JOHNSON, a Notary Public in and for said County of Galveston and State of Texas, duly commissioned, qualified and acting as such, certify, that on the date hereof, within the said County and City of Galveston, before me personally appeared George Sealy, the President of the Gulf, Colorado and Santa Fe Railway Company, to me well known; also personally appeared F. P. Killeen, the Secretary of the Gulf, Colorado and Santa Fe Railway Company, to me well known, parties to the foregoing Trust Deed to John S. Kennedy and Charles M. Fry, Trustees, dated the fourth day of December, 1882, and each declared that in his said official capacity and personally, he had executed the said Deed, for the considerations and purposes therein stated; and they declared that they had

affixed the Corporate Seal of said Gulf, Colorado and Santa Fe Railway Company thereto, and that the same is the act and deed of said Company for the purposes and considerations therein stated.

IN TESTIMONY WHEREOF, I hereunto affix my hand and official seal, in my office in the said City and County of Galveston, this fourteenth day of December, 1882.

[SEAL]

WM. R. JOHNSON,  
Notary Public for Galveston County, Texas.

STATE OF NEW YORK, }  
City and County of New York. }

I, JOHN A. GARVER, a Notary Public in and for the City, County and State above named, duly commissioned, qualified and acting as such, certify, that on the date hereof, within the said City and County of New York, before me personally appeared John S. Kennedy and Charles M. Fry, Trustees, known to me to be the persons described in, and who executed the foregoing instrument, and severally acknowledged to me that they executed and delivered the same for the purposes and considerations therein stated.

IN TESTIMONY WHEREOF, I hereunto affix my hand and official seal, in my office in the said City and County of New York, this thirtieth day of December, 1882.

JOHN A. GARVER,  
Notary Public for New York County, New York.

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J. T. H.





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FOURTH

ANNUAL REPORT

OF THE

GULF, COLORADO AND SANTA FE RAILWAY,

FOR THE FISCAL YEAR

ENDING DECEMBER 31, 1884.



SECRETARY'S OFFICE, GALVESTON.

March 1st, 1885.





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SECRETARY'S OFFICE, GALVESTON.

March 1st, 1885.

## PRESENT BOARD OF DIRECTORS.

ALL OF GALVESTON.

W. L. MOODY,	HENRY ROSENBERG,
WATERS S. DAVIS,	J. E. WALLIS,
JOHN D. ROGERS,	R. S. WILLIS,
GEO. SEALY,	WALTER GRESHAM,
H. KEMPNER.	LEON BLUM,

S. HEIDENHEIMER.

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### OFFICERS.

GEO. SEALY .....	President.
R. S. WILLIS .....	Vice-President.
WEBSTER SNYDER ...	Gen'l Manager and Chief Engineer.
WATERS S. DAVIS .....	Secretary and Treasurer.
W. J. SHERMAN .....	Master of Road, Bridges, &c.
J. M. PHILLIPS .....	Master Transportation.
OSCAR G. MURRAY .....	Gen'l Freight and Passenger Agent.
W. H. REILLY .....	Master Mechanic.

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*General Offices—Galveston, Texas.*

CHARTER  
OF THE  
Gulf, Colorado and Santa Fe Railway Co.

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CHAPTER CCXIV.

AN ACT to incorporate the Gulf, Colorado and Santa Fe Railway Company, and to grant land in aid of the construction of the same.

SECTION 1. *Be it enacted by the Legislature of the State of Texas,* That J. P. Palmer, Albert Somerville, P. J. Willis, J. C. Higgins, W. H. Ledbetter, J. L. Darragh, Leon Blum, A. C. McKeen, W. K. Little, E. Sterling C. Robertson, Frank W. Latham, Thos. Allen, B. O'Connor, W. E. Scott, E. Pelot, J. S. Catlin, M. A. Bryan, Wm. Wagner, B. H. Bassett, J. W. Carroll, J. L. D. Morrison, George Lawrence, William R. Smith, N. B. Yard, C. E. Broussard, M. Kopperl and J. S. Sellers, and their associates, be and they are hereby appointed commissioners to open books and receive subscriptions to the capital stock of a corporation hereby created, to be styled the Gulf, Colorado and Santa Fe Railway Company.

SEC. 2. That a majority of the commissioners shall constitute a board for the transaction of business, and shall hold meetings from time to time until directors shall be elected as provided hereinafter.

SEC. 3. That at the time of subscribing to the capital stock of this company, not less than five per centum of the amount subscribed shall be paid in.

SEC. 4. That the subscribers to the capital stock of this company are hereby created and established a body corporate and politic, under the name and style of the Gulf, Colorado and Santa Fe Railway Company; with capacity to contract; to sue and be sued; to plead and be impleaded; to have succession, a common seal; to grant and receive; to make and enforce by-laws, and perform all things necessary to maintain their rights under this act.

SEC. 5. The capital stock of this company shall be two millions of dollars, to be increased by a vote of two-thirds of the stockholders, representing two-thirds of the stock, to such an amount, not exceeding seven millions of dollars, as may be requisite to carry out the object of this company, divided into shares of one hundred dollars, each share to entitle its holder and owner to one vote in all meetings or election of stockholders, and a majority of the stock shall govern, except in cases otherwise specially provided. The said shares of stock shall be deemed personal property, transferable only on the books of the company.

SEC. 6. The direction and control of said corporation and its affairs shall be vested in a board of not less than seven nor more than thirteen directors, to be chosen by the stockholders at an annual meeting, the first of which shall be held in the city of Galveston, whenever two hundred thousand dollars shall have been subscribed, and five per cent. thereof paid in. The principal office shall be in the city of Galveston, with the right to establish branch offices for the transfer of stock, and for Assistant Treasurer to pay interest on bonds and other purposes, in any city out of the state.

SEC. 7. A majority of the Board of Directors shall constitute a quorum to do business, and at their first meeting after each annual election, they shall elect a President, a First Vice-President, and a Second Vice-President, whose respective

duties shall be fixed by the Directory. The Board shall appoint a Secretary and a Treasurer, and such other officers as it may deem necessary to conduct or carry on the business of the company; all of whom shall hold office during the pleasure of a majority of the Directors.

SEC. 8. That the said company, when duly organized, shall be and is hereby invested with the right of locating, constructing, owning, operating and maintaining a railway, with one or more tracks and a line or lines of magnetic telegraph, commencing at the city of Galveston, thence northwesterly on the most direct and practical route so as to intersect the Galveston, Harrisburg and San Antonio Railway on the dividing ridge between the Brazos and San Bernard rivers; thence on an air line, as near as practicable, to the town of Brenham, in Washington county; Caldwell, in Burleson county; thence to the town of Cameron, in Milam county; thence to the town of Belton, in Bell county. In the event that the citizens of each of said towns shall donate to the said company the necessary right of way for road, switches and turnouts through said towns, and sufficient grounds for depot purposes, the depot shall be located within half a mile of the Court House in each of said towns. Thence in a northwesterly direction through the counties of Bell, Coryell, Lampasas, Hamilton and Comanche, to Comanche, in Comanche county, to Eastland county, forming a junction with the Texas Pacific Railway; thence through the border counties to Young Territory; thence in a northwesterly direction over the most practicable route to the Canadian River, at some point on said river between the eastern boundary of the Panhandle and the one hundred and second degree of west longitude; thence up the valley of said river to the state line; thence to Santa Fe, making connection with the Denver and Rio Grande Railway, together with such turnouts, branches, sidings and extensions as the said company may deem it to their interest to construct, with the special authority to construct, own, operate, equip and maintain the following branch roads, with telegraph lines along the same.

First—The Northern Branch, commencing at Temple, a station of said railway, about eight miles in an easterly direction from Belton; thence through the counties of Bell, McLennan, Bosque, Hill, Johnson, Tarrant, Wise, Denton, Montague and Cook, with the right to construct, equip, own, use, operate and maintain a railroad within the Indian Territory, in accordance with the provisions of an Act of Congress of the United States, entitled "An Act to grant to the Gulf, Colorado and Santa Fe Railway Company a right of way through the Indian Territory, and for other purposes. Approved July 4, 1884."

Second—The Eastern Branch, commencing at a point on its main line in Burleson county, about two miles north of the Yegua; thence easterly through the counties of Burleson, Brazos, Grimes and Montgomery to a point on the International and Great Northern Railway, within three miles of the Lemuel Smith 1280-acre survey in Montgomery county, with the right to purchase the Central Montgomery Railroad, with all of its rights, privileges and franchises, and to own, operate, equip and maintain the same under this charter as a part of the said Eastern Branch.

Third—The Northeastern Branch, commencing at the city of Cleburne, in Johnson county; thence northeastwardly through the counties of Johnson, Ellis, Dallas, Collin, Rockwall, Hunt, Delta, Fannin and Lamar, to a point on Red river at or near the northeastern corner of said Lamar county, with the right to purchase the Chicago, Texas and Mexican Central Railroad, together with all its rights, privileges and franchises, and to own, operate, equip and maintain the same under this charter as a part of the said Northeastern Branch, with the right to construct, operate, maintain and use a branch or spur line into the city of Dallas, commencing at a point on its Northeastern Branch in Dallas county, between its crossing of the Trinity River and its crossing of the main line of the Houston and Texas Central Railway, and terminating in the city of Dallas, and to establish and maintain a depot in said city, on said branch line.

Fourth—The Houston Branch, commencing at a point on the main line of said Gulf, Colorado and Santa Fe Railway about twenty-eight and one-half (28½) miles from the city of Galveston, thence northeastwardly through the counties of Brazoria and Harris to a point three (3) miles northeast of the city of Houston, and where the main line, or either of its branches, passes within a distance of three miles of any county seat, it shall pass through the same unless prevented by natural obstacles, such as streams, hills or mountains, provided such town or its citizens shall grant the right of way through its limits and sufficient ground for ordinary depot purposes.

And said company shall have the right to acquire, construct, own, use, operate and maintain a line or lines of magnetic telegraph between any and all points within and without the State of Texas, and shall have all the rights, privileges and powers conferred upon Telegraph Companies by the laws of this state.

SEC. 9. Any agreement in writing to subscribe for stock may be enforced according to the terms of subscription; and unless payment be made, the Directors, after thirty days due notice, may sell said delinquent stock, and transfer the shares of said delinquent to the purchasers.

SEC. 10. It shall be lawful for said company to enter upon, purchase, or otherwise receive, take, hold or obtain, in the manner provided by the laws of the state, any lands necessary for the purpose of locating, constructing, operating and maintaining said railway, with all its needed water tanks, depots, turnouts, sidings, extensions and buildings connected with said railway. When lands can not be obtained by agreement, the land taken for this railway shall not exceed two hundred feet in width, unless for depot and buildings. Whenever said railway shall be constructed over any part of the public domain of this state, the right of way, not exceeding two hundred feet along such portion of said line, and all necessary grounds for depots, water tanks, buildings, turntables, turnouts and sidetracks, is hereby granted to said company; and also the right to take from said public domain and use all rock, timber, earth, or other material thereon, necessary in the construction and maintenance of such portion of said railway.

SEC. 11. That said railway company shall have the right to cross all public highways and all railroads that it may be necessary to cross to establish said railway.

SEC. 12. That said company shall have power to borrow money, issue bonds, with or without mortgage; *provided*, it is done in conformity to a vote of two-thirds of the directors, sanctioned by a majority of the stockholders at a regular meeting, of which thirty days public notice has been given; and, generally, this company shall have all power requisite to carry into successful effect the object of this company.

SEC. 13. That the first meeting of this company shall be called in the city of Galveston whenever two hundred thousand dollars of the capital shall have been subscribed, by giving sixty days public notice in two or more newspapers published in the counties through which this railway is to pass, and the stockholders shall then proceed to elect directors, who may be residents or non-residents of the state of Texas, who shall hold office until the annual election, which shall take place at the company's principal office, on the first Tuesday of March in each year. Should a majority of the stock be represented, the election shall proceed, if not, the directors shall appoint another day within thirty days thereafter, by giving like due notice, and an election on that day shall be valid.

Directors elected under provisions hereof shall hold their office for the term of one year, or until their successors be chosen or qualified. No person shall be a director who is not the owner of ten or more shares of the capital stock of the company.

SEC. 14. This Charter shall remain in force for the period of sixty years from the date of this act; and the State of Texas hereby grants and donates to the said Gulf, Colorado and Santa Fe Railway Company sixteen sections of land for

each and every mile of said road completed; and whenever the Governor shall be informed that ten miles of said railroad shall have been completed, he shall at once appoint some competent person to inspect the same; and if the report of the inspector, made under oath, be favorable, the Governor shall immediately notify the Commissioner of the General Land Office, whose duty it shall be immediately to issue to said company sixteen land certificates of six hundred and forty acres each, for each and every mile of road completed, and so on for every additional ten miles of road completed; which said certificates shall be located, surveyed and patented according to the provisions of the general railroad law, on the principle of alternate sections; provided, that each succeeding section of ten miles after the first, shall be inspected in like manner as provided in this section for the first ten miles; provided further, that in no case shall the state be in any way liable for deficiency of vacant domain; and provided further, that this company shall not have the right to sell, rent, lease or consolidate with any parallel or competing railroad in this state; and provided further, that said company shall alienate the lands hereby granted and donated, except so far as may be necessary for the ordinary uses and operating said road, as follows, viz: one-fourth in eight years, one-fourth in twelve years, one-fourth in sixteen years, and the remaining one-fourth in twenty years from the date of the issuance of the certificates, in such manner that the whole of such lands shall pass out of the hands of said company within twenty years from the date of the certificates; provided, that said lands shall not be alienated to any other railroad or corporation, except so far as may be necessary for the proper use and conducting of the business of such corporation; nor shall said lands be conveyed to any person, firm or company in trust for said railroad company, or to any firm or company of which any officer or stockholder of said company is a member; and on failure to comply with, or a violation of, the provisions of this section, and the general laws of the state on this subject, the said company shall forfeit all right to lands secured by this act not alienated as required by law.

SEC. 15. That said railway shall be constructed of such width of gauge as the Directors may establish, not less than four feet eight and one-half inches. That said railway shall be substantially built and fully equipped for passenger travel, and for the transportation of freight, and be operated by steam in like manner as other first-class roads.

SEC. 16. That the company shall have the power to charge and collect such rates for freight and passengers on its railroad and for messages on its telegraph lines as may be just and proper; provided, however, such charges do not exceed those that may be established by law, and the right is expressly reserved to the Legislature to fix, by general law, the rate of charges for freight and passage on said railroad, and messages on said telegraph lines.

SEC. 17. That the organization of this company shall be perfected within six (6) months from the passage of this act, and eighty (80) miles of said railroad shall be completed by the first day of March, 1880, and fifty (50) miles each year thereafter, or this Charter shall be forfeited as to that portion not built.

SEC. 18. The commissioners appointed in the first section of this act may acquire, by gift or purchase, any real estate or other property, notes and bonds, either from individuals, corporations, towns, counties or cities, and may appoint an agent to receive subscriptions of stock and conveyances, until the election of a Board of Directors, after which such powers may be exercised by said Board of Directors.

SEC. 19. That this act shall take effect and be in force from and after its passage. Passed May 28, 1873.

[NOTE.—The foregoing act was presented to the Governor for his approval on the thirtieth of May, A. D. 1873, and was not signed by him or returned to the house in which it originated with his objection thereto within the time prescribed by the Constitution, and thereupon became a law without his signature.—JAMES P. NEWCOMB, Secretary of State.]

## AN ACT

To Grant to the Gulf, Colorado and Santa Fe Railway Company a right of way through the Indian Territory, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* that the Gulf, Colorado and Santa Fe Railway Company, a corporation created under and by virtue of the laws of the State of Texas, be, and the same is hereby, invested and empowered with the right of locating, constructing, owning, equipping, operating, using and maintaining a railway, telegraph and telephone line through the Indian Territory, beginning at a point to be selected by said railway company on Red River, north of the northern boundary of Cooke county, in the state of Texas, and running thence by the most practicable route through the Indian Territory to a point on the southern boundary of the state of Kansas, the line to be located in sections of twenty-five miles each, and before work is begun on any section the line thereof is to be approved by the Secretary of the Interior, with the right to construct, use and maintain such tracks, turnouts, sidings and extensions as said company may deem it to their interest to construct along and upon the right of way and depot grounds hereby granted.

SEC. 2. That a right of way one hundred feet in width through said Indian Territory is hereby granted to the Gulf, Colorado and Santa Fe Railway Company, and a strip of land two hundred feet in width, with a length of three thousand feet in addition to the right of way, is granted for such stations as may be established, but such grant shall be allowed but once for every ten miles of the road, no portion of which shall be sold or leased by the company with the right to use such additional ground where there are heavy cuts or fills as may be necessary for the construction and maintenance of the road bed, not exceeding one hundred feet in width on each side of said right of way, or as much thereof as may be included in said cut or fill. Provided, that no more than said addition of land shall be taken for any one station. Provided further, that no part of the lands herein granted shall be used except in such manner and for such purposes only as shall be necessary for the construction and convenient operation of said railroad, telegraph and telephone line, and when any portion thereof shall cease to be so used, such portion shall revert to the nation or tribe of Indians from which the same shall have been taken.

SEC. 3. That before said railway shall be constructed through any lands held by individual occupants, according to the laws, customs and usages of any of the Indian nations or tribes through which it may be constructed, full compensation shall be made to such occupants for all property to be taken or damage done by reason of the construction of such railway. In case of failure to make amicable settlement with any occupant, such compensation shall be determined by the appraisement of three disinterested referees to be appointed by the President, who, before entering upon the duties of their appointment, shall take and subscribe before competent authority an oath that they will faithfully and impartially discharge the duties of their appointment, which oath, duly certified, shall be returned with their award. In case the referees can not agree, then any two of them are authorized to make the award. Either party being dissatisfied with the finding of the referees shall have the right, within ninety days after the making of the award and notice of the same, to appeal by original petition to the courts, where the case shall be tried de novo. When proceedings have been commenced in court, the railway company shall pay double the amount of the award into court to abide the judgment thereof, and then have the right to enter upon the property sought to be condemned, and proceed with the construction of the railroad. Each of said referees shall receive for his services the sum of four dollars per day for each day they are engaged in the trial of any case submitted to them under this act, with mileage at five cents per mile. Witnesses shall receive the usual fees

allowed by the courts of said nations. Costs, including compensation of the referees, shall be made a part of the award and be paid by such railroad company.

SEC. 4. That said railway company shall not charge the inhabitants of said Territory a greater rate of freight than the rate authorized by the laws of the State of Texas for services or transportation of the same kind; provided, that passenger rates on said railway shall not exceed three cents per mile. Congress hereby reserves the right to regulate the charges for freight and passengers on said railway, and messages on said telegraph and telephone lines, until a State government or governments shall exist in said Territory, within the limits of which said railway, or a part thereof, shall be located; and then such state government or governments shall be authorized to fix and regulate the cost of transportation of persons and freights within their respective limits by said railway, but Congress expressly reserves the right to fix and regulate at all times the cost of such transportation by said railway or said company, whenever such transportation shall extend from one state into another, or shall extend into more than one state. provided, however, that the rates of such transportation of passengers, local or interstate, shall not exceed those above expressed; and provided further, that said railway company shall carry the mail at such prices as Congress may by law provide, and until such rate is fixed by law the Postmaster General may fix the rate of compensation.

SEC. 5. That said railway company shall pay to the Secretary of the Interior, for the benefit of the particular nations or tribes through whose lands said railway may be located, the sum of fifty dollars in addition to compensation provided for by this act for property taken or damage done by the construction of the railway for each mile of railway that it may construct in said Territory, said payments to be made in instalments of five hundred dollars as each ten miles of road is graded. Said company shall also pay, as long as said Territory is owned and occupied by the Indians, to the Secretary of the Interior, the sum of fifteen dollars per annum for each mile of railway it shall construct in the said Territory. The money paid to the Secretary of the Interior under the provisions of this act shall be apportioned by him, in accordance with the laws and treaties now in force among the different nations and tribes, according to the number of miles of railway that may be constructed by said railway company through their lands; provided, that Congress shall have the right, so long as said lands are occupied and possessed by said nations and tribes, to impose such additional taxes upon said railroad as it may deem just and proper for their benefit; provided further, that if the general council of either of the nations or tribes through whose lands said railway may be located shall within four months after the filing of maps of definite location as set forth in section six of this act, dissent from the allowances provided for in this section, and shall certify the same to the Secretary of the Interior, then all compensation to be paid to such dissenting nation or tribe under the provisions of this act shall be determined as provided in section three for the determination of the compensation to be paid to the individual occupant of lands, with the right of appeal to the courts upon the same terms, conditions and requirements, as herein provided; provided further, that the amount awarded or adjudged to be paid by said railway company for said dissenting nation or tribe shall be in lieu of the compensation that said nation or tribe would be entitled to receive under the provisions of this section. Nothing in this act shall be construed to prohibit Congress from imposing taxes upon said railway, nor any Territory or State hereafter formed, through which said railway shall have been established, from exercising the like power as to such part of said railway as may lie within its limits. Said railway company shall have the right to survey and locate its railway immediately after the passage of this act.

SEC. 6. That said company shall cause maps, showing the general route of its located line through said Territory, to be filed in the office of the Secretary of the Interior, and also to be filed in the office of the principal chief of each of the nations or tribes through whose lands said railways may be located; and after



the filing of said maps no claim for a subsequent settlement and improvement upon the right of way shown by said maps shall be valid as against said company; provided, that when a map showing any portion of said railway company's located line is filed as herein provided for, said company shall commence grading said located line within six months thereafter or such location shall be void as to any occupant thereof.

**SEC. 7.** The officers, servants and employes of said company, necessary to the construction, operation and management of said road and telegraph and telephone lines, shall be allowed to reside, while so engaged upon said right of way, but subject to the provisions of the Indian intercourse laws, and such rules and regulations as may be established by the Secretary of the Interior, in accordance with said intercourse laws.

**SEC. 8.** That the United States circuit and district courts for the northern district of Texas, the western district of Arkansas, the district of Kansas, and such other courts as may be authorized by Congress shall have, without reference to the amount in controversy, concurrent jurisdiction over all controversies arising between said Gulf, Colorado and Santa Fe Railway Company and the nations and tribes through whose territory said railway shall be constructed. Said courts shall have like jurisdiction, without reference to the amount in controversy, over all controversies arising between the inhabitants of said nations or tribes and said railway company; and the civil jurisdiction of said courts is hereby extended within the limits of said Indian Territory, without distinction as to citizenship of the parties, so far as may be necessary to carry out the provisions of this act.

**SEC. 9.** That said railway company shall build at least one hundred miles of its railway in said Territory within three years after the passage of this act, or this grant shall be forfeited as to that portion not built; that said railroad company shall construct and maintain continually all road and highway crossings, and necessary bridges, over said railway wherever said roads and highways do now or may hereafter cross said railway's right of way, or may be by the proper authorities laid out across the same.

**SEC. 10.** That the said Gulf, Colorado and Santa Fe Railway Company shall accept this right of way upon express condition, binding upon itself, its successors and assigns, that they will neither aid, advise nor assist in any effort looking toward the changing or extinguishing the present tenure of the Indians in their lands, and will not attempt to secure from the Indian nations any further grant of land, or its occupancy, than is hereinbefore provided; provided, that any violation of the condition mentioned in this section shall operate as a forfeiture of all the rights and privileges of said railway company under this act.

**SEC. 11.** All mortgages executed by said railway company conveying any portion of its railroad, with its franchises, that may be constructed in said Indian Territory, shall be recorded in the Department of the Interior, and the record thereof shall be evidence and notice of their execution, and shall convey all rights and property of said company as therein expressed.

**SEC. 12.** Congress may at any time amend, add to, alter or repeal this act.

Approved July 4, 1884.

# BY-LAWS.

## **ELECTION OF DIRECTORS.**

SECTION 1. The annual election of Directors of this company, required by the Act of Incorporation, shall be held at the general office of the company, in Galveston, on the first Tuesday of March in each year, of which twenty days public notice shall be given. Should a majority of the stock be represented at said meeting, the election shall proceed; if not, the Directors shall designate some other day within twenty days thereafter, of which five days notice shall be given; and further like adjournments may, if necessary, be had from time to time, and election on such day shall be valid.

## **MEETINGS OF THE BOARD.**

SEC. 2. There shall be a stated annual meeting of the Board of Directors on the Saturday preceding the first Tuesday of March in each year, at 10 o'clock A. M., at the office of the company. Regular monthly meetings on the second Monday of each month shall be held at the office of the company. Special meetings may be called by the President at his discretion, or upon the request of two or more of the Directors, at such time as may be designated. The presence of a majority of the Directors, at the time and place appointed for the meeting, shall be necessary to constitute a quorum or board for the transaction of business.

## **ORDER OF BUSINESS.**

Calling roll of Directors.  
Reading of minutes of previous meeting of the Board.  
Communications.  
Reports of officers.  
Reports of Committees.  
Unfinished business.  
New business.

## **ELECTION OF OFFICERS.**

SEC. 3. There shall be elected by the Board, by ballot, a President and two Vice Presidents. The Board shall appoint a Secretary and a Treasurer, and such other officers as it may deem necessary to conduct or carry on the business of the company, all of whom shall hold office during the pleasure of a majority of the Directors.

## **PRESIDENT, DUTIES AND POWERS OF.**

SEC. 4. The President is the chief executive officer, representative and organ of the company, and he shall appoint and be chairman ex-officio of all committees. It is his duty, as the head of the company, to supervise all other officers, and to direct and control its affairs in every department. He shall have power to employ for the service of the company, either personally or through any officer of the company, all necessary agents or servants for the construction, transportation, repair or office department; and may also discharge, or authorize any officer of the company to discharge any person so employed.

## **THE VICE PRESIDENTS, DUTIES OF.**

SEC. 5. The First Vice President shall, in the absence of the President, preside at the meetings of the Board, and in case of the absence, sickness, or other inability of the President, he shall exercise the powers and discharge the duties of that office until the President returns to duty or other provision is made therefor by the Board.

In case of absence of both President and First Vice President, then the duties

above described will be performed by the Second Vice President. The Vice Presidents will also discharge such other duties and exercise such powers as may be fixed by the Directory.

**TREASURER, DUTIES OF.**

SEC. 6. The Treasurer shall receive all moneys paid to or for the company, and give such receipts therefor as may from time to time be prescribed. He shall make no payments except on the drafts approved by the Secretary or Auditor, and on audited and approved vouchers. He shall, if required, give a bond with ample securities before entering on the duties of his office, in such sum as may be required by the Board of Directors, conditioned for the faithful discharge of his duties; and, also, such further bond or bonds, from time to time, as may be required by the Board of Directors.

**SECRETARY, DUTIES OF.**

SEC. 7. The office of Secretary shall be at the office of the company, and he shall keep the minutes of the Board and its committees. He shall have charge and custody of the common seal of the company, and of all deeds, leases, contracts, maps and documents belonging to the company; and all letters and papers not belonging exclusively to the officers of other departments. He shall take charge of all general reports from heads of departments after they have been presented to the Board of Directors, and condense such information from them as may be required from time to time by President or Board. He shall attest all contracts, or certificates or copies of resolutions of the Board, or other proceedings requiring the seal of the company. He shall keep the account books and stock books of the company, showing correctly all its receipts and disbursements regularly distributed under appropriate heads. He shall furnish to the President, on or before the twentieth day of every month, a balance sheet, exhibiting the business of the previous month. He shall also make a full annual report at the end of each year, and such other reports and financial statements as may be required from time to time by the President and Board of Directors. He shall give notice by letter, addressed through the mail or otherwise, to the Directors, of all meetings of the Board, and also to the stockholders, of all meetings of the stockholders, and he shall perform such other duties consistent with his office as may be reasonably required of him by the President or Board of Directors.

**EXECUTIVE COMMITTEE.**

SEC. 8. There shall be chosen annually an Executive Committee, composed of four Directors, each of whom shall be nominated by the President and confirmed by a majority of the Directors. It shall be their duty to advise with the President, and to aid him in all matters relating to operating and maintaining the road, to keep themselves advised as to the duties and workings of the several departments thereof, and from time to time make such reports and suggestions to the General Officers and Board of Directors as it may deem to the best interests of the company.

All executive officers shall, at the request of the committee, furnish it with such books, papers and information as they, or either of them, may have pertaining to the affairs of this company.

Said committee shall meet at least twice a month, at such times and places as they shall appoint, and a majority thereof shall constitute a quorum to do business.

All acts of this committee shall be reported to the Board of Directors for ratification.

**CONSTRUCTION COMMITTEE.**

SEC. 9. There shall be chosen annually a Construction Committee, composed of four Directors, each of whom shall be nominated by the President and confirmed by a majority of the Directors. It shall be their duty to advise with the President, and to aid him in all matters relating to the building of new road, and they shall, in conjunction with the President, supervise the making of all con-

tracts, the purchase of materials, and the performance of all other work pertaining to the construction of the road. They shall examine into the advisability of owning all roads proposed to be built, purchased, or leased, and report to the Board of Directors their recommendations thereon. They shall also supervise the Land Department of the company.

All acts of this committee shall be reported to the Board of Directors for their ratification.

#### **CORPORATE SEAL.**

SEC. 10. The corporate seal of the company shall be in the annexed form and device (a star, with the letters TEXAS in the angles and the name of the company on the entire circle), and shall be in the keeping of the Secretary, to be used under the direction of the Board of Directors.

#### **GENERAL RULES.**

SEC. 11. In case of any vacancy from death, resignation, or otherwise, of any office held by appointment from the Directors, the President may fill any such vacancy until the next regular meeting of the board.

All officers or employes of the company shall hold their office or employment at the pleasure of the Directors, subject to be suspended or removed as the Board may direct.

No officer of the company shall be entitled to compensation after he shall have been suspended. During the term of his office his compensation shall be at the rate attached to the office or employment which he holds, and shall be payable monthly.

The heads of departments shall, as early as practicable in each month, cause returns to be made of all expenses incurred and transactions during the preceding month in their respective departments, in such form and embracing such information as the President, Vice Presidents or Board of Directors shall require.

All moneys received by any agent, officer or employe from any source whatever, on account of the company, shall be reported to the Secretary, and immediately thereafter be deposited with the Treasurer.

All officers or agents receiving money in the employ of this company, shall give sufficient bonds for the faithful discharge of their duties, if required, and the President, in conjunction with the Executive Committee, may graduate and fix the amount of said bonds respectively, and, when approved by him, receive and file the same in the office of the company.

The compensation paid to employes shall cover all risks incurred, or liability to accident from any cause on the road.

The use of ardent spirits on the road or about the premises of the company, except for medicinal purposes, is strictly forbidden. The frequent and habitual drinking of ardent spirits by an employe shall be a cause for dismissal.

All bonds authorized by or required by these By-Laws shall be made payable to the company, and their sufficiency shall be approved by the President and Executive Committee.

SEC. 12. A majority of the Directors, including the President or Vice Presidents, shall be residents of the city of Galveston.

SEC. 13. No director or officer shall be interested, directly or indirectly, as contractor in any contract with the company for construction or materials.

#### **STOCK, ISSUANCE OF.**

SEC. 14. Certificates of stock, signed by the President or Vice Presidents, and countersigned by the Secretary, with the seal of the company, shall be issued to the stockholders, and transfers of stock shall be made, when required, on the books of the company; but no stock transfer shall be made during thirty days immediately preceding the time fixed for the annual election of Directors.

#### **STOCK, LOST CERTIFICATES OF.**

SEC. 15. Any person or persons claiming a certificate of stock to be issued

in place of one lost or destroyed, shall give notice by advertisement in one or more newspapers published in the city of Galveston, at least twice a week for three weeks, reciting the number and date, number of shares and beneficiary of the lost certificate, and his intention to apply, after a given time, for a duplicate. He shall then file with the Secretary a written application for the issuance of the duplicate, accompanied with a printed copy of the advertisement, a written description of the lost certificate, a sworn statement of the circumstances of its loss or destruction, and a bond in double the amount, with satisfactory security, payable to the company, guaranteeing the company against any future demand based upon the said lost certificate, whereupon the Board of Directors may instruct the President and Secretary, one month after the date of the last appearance of the advertisement, to issue a new certificate of the same tenor as the one alleged to be lost or destroyed, specifying therein that it is in lieu thereof.

SEC. 16. The Board of Directors enjoin upon persons in the employ of the company prompt and cordial co-operation and compliance with the instructions of their superior officers, and the exercise of the most rigid economy of all expenses incurred, and carefulness in the use and preservation of the property belonging to the company.

#### **STOCKHOLDERS, CALLING MEETINGS OF.**

SEC. 17. Called meetings of the stockholders may be made by the President at any time, and shall be called whenever requested to do so by a majority of the Board of Directors, or by stockholders representing twenty (20) per cent. of the stock of the company. No called meeting of the stockholders shall be had unless the call therefor, stating the object of the meeting, shall have been published for twenty (20) days in some newspaper published in the city of Galveston.

#### **BY-LAWS, AMENDMENTS, ETC.**

SEC. 18. These By-Laws may be amended, altered or repealed in any way not conflicting with the Act of Incorporation, at any stated meeting of the Board of Directors by a vote of two-thirds of the Directors elected, and notice of the proposed alteration must be given, in writing, at a previous regular meeting.



# FOURTH ANNUAL REPORT.

THE GULF, COLORADO AND SANTA FE RAILWAY, }  
 PRESIDENT'S OFFICE, Galveston, Texas, March 2, 1885. }

*To the Stockholders of the Gulf, Colorado & Santa Fe Railway Company:*

Your Directors, at their meeting held on the eighth day of September last, changed your fiscal year to end December 31st in each year instead of July 31st.

The Statement that your Directors present herewith will therefore cover seventeen months business.

During this time your total earnings have been.....	\$2,781,208 66
Less expenses .....	2,288,086 83
Leaving a net amount of .....	\$493,121 83

Your payments have been :

Interest on bonded debt .....	\$563,666 84
State, county and city taxes.....	41,765 68
Insurance on Company's property.....	39,809 80
	\$645,242 32
Showing a deficit of .....	\$152,120 49

You have now in operation :

Main line, Galveston to Lampasas .....	274 miles.
Houston division, Alvin to Houston .....	24 "
Eastern division, Somerville to Montgomery.....	56 "
Fort Worth division, Temple to Fort Worth.....	128 "
Northeastern division, Cleburne to Dallas.....	54 "
Total, exclusive of sidings.....	536 miles.

We have under construction :

Montgomery to I. & G. N. Ry .....	18 miles.
Main line from Lampasas West.....	26 "
	44 miles.

Your rolling stock consists of

Locomotives.....	51
Passenger cars .....	25
Baggage, mail and express cars .....	12
Box freight cars .....	760
Platform freight cars .....	445
Stock cars .....	150
Service cars .....	4
Total.....	1447

We present your Secretary's Statements as follows:

- 1st. Report of tonnage from all stations.
- 2d. Comparative statement of tonnage.
- 3d. Classification of tonnage.
- 4th. Statement of earnings and expenses.
- 5th. Statement of freight and passenger traffic.
- 6th. Analysis of traffic expenses.
- 7th. Apportionment of earnings and expenses, receipts and disbursements.
- 8th. General balance sheet.

All of which explain themselves.

A careful investigation of all your assets was made, and you will observe that \$145,496.14 has been charged out to income account for reduction of fuel, stores and material on hand to present actual cash value and to cover all doubtful assets.

These losses to the Company all actually accrued previous to anything contained in your present statement and have been adjusted during the past year. Your assets now stand upon as nearly a cash basis as they can be estimated.

The business since your last statement has not been satisfactory, but you must take into consideration that it covers a period of time during which we have had a failure of crops, a panic and a very great and general depression in trade, such as we have not had in Texas during the past twenty years.

The planting season is now at hand and there will be at least twenty per cent. more acreage of wheat, corn, oats and cotton this year than in any other in the history of Texas.

With only about a half crop made during the past two years, it is hardly fair, at this time, to predict a failure for the coming season.

Your expenses covering this statement have been large, too large, but, anticipating at least an average business, a large amount was expended on your roadbed and motive power that might have been postponed for better and more profitable times. It has been done, however, and your roadbed and motive power are now in good condition, and when a fair business opens again you will be prepared to handle it with safety and dispatch without further expenditure.

Owing to decreased earnings and the general depression in all classes of business your expenses have been gradually reduced, so that the current monthly charge is about \$30,000 less than it was a year ago. With increased business the expenses will now remain low, and even with no more business the coming season than we had the past, a much better net result will be realized.

Owing to the very short crop in Texas the past year, the tonnage has been light, and as is almost always the case, when there is but little to transport, the lowest rates prevail. This is the result of unfair competition and a desire to get business even if carried at no profit.

We have been compelled to do business at very low rates, not that it was our desire so to do, but competing lines made rates for what is known as through business, so as to leave no profit for the haul, and we had to accept similar rates or decline to do business from competitive points.

At the beginning of the past year's business an arrangement or agreement was



entered into between the general managers and general freight agents of the principal competing lines of road in Texas, to maintain rates, but in less than a month after the agreement was signed it was disregarded by one of the general freight agents, and the result was that there has been no regular rates on any road in Texas during the past season.

The cutting of rates on one road results in the demoralization and cutting of rates on all.

An effort should be made by the incoming Board to so manage that an agreement shall be entered into between the general managers of the different roads in Texas, to establish fair rates to all points, and deprive freight agents of authority to deviate from them without the consent of all parties to the agreement, under the penalty of dismissal from office or position.

You have now under construction an extension from Montgomery to the International and Great Northern Railway, say eighteen miles, and from Lampasas west on your Main Line, twenty-six miles. Your incoming Board will decide if further road shall be constructed.

Since your last report fifteen thousand tons of sixty-pound steel rail have been purchased, sixty miles of which are now laid on your Main Line from Galveston North.

We suggest to the incoming Board the policy of submitting to you for your consideration, whether or not you should limit the issue of second mortgage bonds not to exceed \$8000 per mile, instead of \$13,000, as the mortgage now stands. Eight Thousand Dollars second mortgage bonds per mile will be sufficient, under all circumstances, to protect your property and cover all expense in further construction and equipment of road, and the reduced limitation of bonded indebtedness will appreciate the bonds as well as the stock of your Company.

We tender our thanks to our General Manager, Mr. Webster Snyder, and to heads of departments, for uniform attention to the best interests of your Company.

Respectfully submitted,

GEO. SEALY, *President.*

# REPORT OF TONNAGE

## DURING FISCAL YEAR ENDING

STATIONS.	Lumber, Laths and Shingles.	Meats.	Hides and Tallow.	Wool.	Bales of Cotton.	Pounds of Cotton.	Flour and Meal.	Wheat and Barley.	Corn.	Hay, Oats and Mill Feed.	Cotton Seed, Oil and Cake.	Fruits and
Galveston	17,228,040	1,864,053	3,669,434	1,229	43	20,222	10,547,302	199,245	354,498	1,707,541	341,255	4,641
Virginia Point	40,000						705			546,160	38,307	4
Hitchcock	61,225		2,705		12	6,000				1,749,925	82,164	139
Alvin	144,000		5,225									92
Iouston	31,875,121	253,246	702,333	173,261	73,727	37,132,151	476,349	2,750	247,777	975,991	625,740	401
Clear Lake		735	2,030		624	312,000	768		31,245	68,680	787,275	38
Thompson	300,000		60,285		872	436,000	75		130,200	1,500	957,200	148
Richmond		6,650	82,392	228	2,197	1,098,500	5,420		40,000	160,000	737,670	47
Rosenberg	82,954,079	4,234,424	1,765,740	258,049	82,530	41,432,597	186,497	1,713	71,379	107,329	18,881,667	1,296
Walls	20,000	1,900	1,151		676	338,000			810	80,000	264,325	5
Sealy	68,822	1,040	39,802	15,104	5,873	2,936,500	10,773		288		67,555	15
Millheim	2,000	385	1,238	205	5,333	266,500						
Bellville	47,723	7,061	68,692	2,227	12,786	6,388,000	18,858		40,292	581	1,069,197	31
Kenney	22,000	1,455	20		631	317,000	2,036		151,755	1,960	788,623	34
Brenham	294,965	203,046	314,263	17,624	37,044	19,181,261	163,339	425	37,883	76,935	9,531,740	187
Jay Hill	400,000		855	20,620	1,243	621,500	10,691		67,225	495	992,115	3
Somerville	20,000	125	95				253		180			
Lyons	201,288	1,688	44,829	4,447	2,231	1,115,500	1,143		812	26,000	820,247	1
Jaldwell	792,806	2,897	25,292	20,196	11,471	5,737,355	96,260	168	29,750	2,565	4,190,316	32
Yellow Prairie					46	23,000						
Milano	10,854,700	159,311	3,985	484	1,178	589,000	21,197			2,725	587,738	76
Jameron	233,396	2,634	57,822	27,467	9,623	4,819,111	12,907	2,387	107,100	3,352	721,875	18
Buckholts	3,000	55	1,168	1,249	424	212,000	100	37,987			60,000	3
Rogers	1,500	290	2,929	24,552	730	365,000			60,000	300,150	283,906	
Heidenheimer	2,916				151	75,500			20,625	112,178	257,255	744,788
Temple	373,706	67,299	61,608	145,314	9,568	4,901,018	466,616	494,695	2,110,707	1,643,250	4,685,549	337
Belton	484,432	319,161	69,512	79,550	13,374	6,859,633	262,059	202,496	248,059	200,629	1,340,661	14
Warren					208	104,000			331	219,441	117,316	
Killeen	105,200	79	4,528	73,355	72	388,959		103,400	3,360	500		
Copperas Cove		3,608	1,138	40,711	513	260,985		89,199		20,500		
Kempner	23,000				381	189,531	250	86,764	20,000	590		
Lampasas	141,738	32,549	679,679	1,032,706	4,421	2,211,566	44,861	44,890	61,605	69,284	2,035	27
Pendleton				3,760	459	229,500			214,815	169,350	32,700	
Moody		85,150			902	445,850	153,860	849,316	3,628,924	2,016,747	1,035,265	
McGregor	6,079,278	1,137,735	184,350	217,048	23,055	11,625,420	1,741,279	3,442,810	647,529	1,644,104	1,889,058	51
Crawford	65,200	75	734	32,443	1,952	976,150	10,696	1,553,564	1,849,509	466,289	185,493	
Valley Mills		430	20,389	50,612	1,058	529,000	100	905,431	462,342	210,853	345	
Clifton	255	675	6,641	66,604	1,021	510,573	27,829	3,692,924	633,873	1,177,788	88,643	
Meridian	466	2,905	25,502	60,228	540	268,000	20,000	465,245	2,718	40,000	4,290	2
Morgan	45,850	915	19,611	65,670	803	401,500	2,450	21,745	950	22,470	50	1
Kopperl	2,800	330	1,729	2,624	2,030	1,016,000	49,960	284,241	197,893	111,861		
Blum		440	500		829	414,500		111,625	365,051	394,293	87,000	
Cleburne	210,081	26,339	123,856	70,971	17,556	9,002,805	1,965	2,334,441	1,372,651	2,547,016	443,762	10
Caddo Peak	531	1,378	327		285	143,518		256,525	186,242	249,900	1,843	4
Crowley	4,300				11	5,500	28,188	746,900		134,100		
Fort Worth	2,534,016	2,963,774	2,330,691	343,067	23,612	11,779,143	8,538,543	500,580	265,682	729,862	120,555	2,69
Alvarado	45,015	1,140	14,451		4,150	2,126,695	6,366	414,967	1,676,440	705,904	971,577	
Midlothian	850	1,950	23,278	1,612	1,293	652,911	26,137	569,656	1,138,817	2,655,646	423,229	
Cedar Hill	250		30		138	69,000	1,250	1,184,809	1,293,769	1,707,079	617,637	
Duncanville					58	29,000	117	89,290	628,996	85,313		
Dallas	2,317,865	188,690	177,230	18,320	16,062	8,231,989	1,148,009	81,364	77,943	654,443	265,285	26
Clay	1,101,470	2,114	20,066		358	179,000			20,850		584,778	
Allenfarm	27,075	135	43		1,650	825,000	695		193,600	110	1,137,583	1
Navasota	477,323	226,175	3,964	1,490	14,272	7,149,148	206,547	350	40,770	140,805	1,619,947	7
Yarborough		7,377	280	528	730	365,000	20,842		141,490	638,210	229,350	
Plantersville	38,374,230	3,190	2,917	844	2,340	1,170,000	19,495		30,553	204,610	229,700	
Montgomery	18,135,430	960	3,805	1,215	2,476	1,238,000	13,370					
<b>Totals</b>	<b>416,120,982</b>	<b>11,815,568</b>	<b>10,628,658</b>	<b>2,876,860</b>	<b>391,535</b>	<b>197,721,591</b>	<b>24,316,157</b>	<b>18,210,593</b>	<b>19,218,245</b>	<b>25,371,719</b>	<b>58,801,786</b>	<b>11,67</b>

# FORWARDED BY ALL STATIONS,

DECEMBER 31, 1884

Horses and Mules.	Cattle, Sheep and Hogs.	Manufactures.	Bagging and Ties.	Dry Goods and Notions.	Groceries.	Salt.	Railroad Material.	Minerals.	Miscellaneous.	Government Freight.	Total Weight in Pounds.	Total Weight in Tons.
542,855	714,816	8,308,500	8,090,136	53,445,127	76,969,805	18,140,734	5,371,362	22,273,000	3,826,295	87,866	238,434,249	119,217,024
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17,360	1,145,060	42,740	.....	1,500	1,400	.....	44,800	3,187,522	31,800	.....	3,311,927	1,655,927
15,760	3,334,750	3,855	75	8,999	9,018	.....	134,400	44,096	35,219	.....	2,230,868	1,115,086
147,8 0	412,660	4,052,694	53,510	2,131,785	3,113,892	1,025,548	22,400	300	11,509,516	.....	16,977,991	8,488,129
54,050	1,221,000	900	.....	7,755	51,790	.....	300	3,699,373	590,295	.....	87,023,699	43,511,098
9,360	1,150	1,200	.....	174,549	205,914	.....	6,720	.....	97,768	.....	2,682,144	1,341,044
96,700	4,702,000	33,782	1,400	51,743	72,829	.....	.....	20,000	10,298,269	.....	12,744,722	6,372,972
2,595,732	48,267,015	2,724,944	36,256	3,017,769	9,179,724	145,420	20,000	337,204	1,275,571	30,979	218,820,852	109,410,682
800	.....	1,475	.....	12,037	6,247	.....	272,290	10,500	35,938	.....	1,051,164	525,116
45,050	442,000	7,904	.....	60,790	190,753	100	.....	4,816	38,560	.....	3,875,036	1,937,103
669,850	23,724,000	1,220	.....	11,755	4,750	.....	291,200	440	108,310	.....	25,082,363	12,541,023
5,652	300,800	31,136	3,784	203,757	239,971	2,710	921	53,047	748,200	.....	9,264,006	4,632,906
6,800	.....	8,400	.....	32,595	13,220	.....	.....	.....	22,735	.....	1,403,459	701,120
224,719	2,040,147	361,512	25,443	590,988	1,471,262	3,639	140,000	915,608	1,180,152	.....	36,962,654	18,481,064
6,130	20,813	12,390	.....	25,780	9,458	.....	3,088,400	20,114,400	2,785,382	.....	26,179,446	14,089,140
.....	4,000	1,350	.....	10,288	4,031	.....	67,200	.....	1,788,864	.....	1,896,386	948,036
6,005	755,480	5,936	.....	10,080	2,449	.....	.....	.....	2,465,854	.....	5,463,186	2,731,186
35,850	1,167,000	376,643	29,000	103,326	76,443	1,620	.....	2,076,845	737,750	.....	15,527,123	7,763,123
.....	200,000	.....	.....	1,465	4,587	.....	.....	.....	9,782	.....	306,645	133,065
7,170	41,325	395,173	20,940	298,096	1,037,144	.....	85,791	486,205	929,567	.....	14,891,283	7,445,123
62,450	541,550	42,888	2,447	119,773	75,495	800	3,067,580	52,484	1,094,583	.....	11,066,791	5,533,971
1,800	600	5,218	.....	10,478	1,764	.....	.....	2,200	11,193	.....	350,034	175,003
105,200	102,050	46,421	.....	23,380	21,485	145	.....	300	4,871	.....	1,342,379	671,979
970	250	7,600	.....	4,657	1,850	.....	.....	.....	6,595	.....	1,235,484	617,144
329,975	455,810	493,436	21,265	523,025	1,068,569	1,725	.....	288,257	475,873	.....	18,945,378	9,472,178
132,440	267,263	336,607	16,679	505,446	562,605	3,200	248,000	527,436	944,879	.....	13,704,873	6,852,973
.....	.....	1,480	.....	3,821	21,224	.....	.....	.....	2,228	.....	469,841	234,181
2,700	425	8,175	.....	9,323	5,762	.....	.....	1,500	12,610	.....	720,110	360,110
20,000	1,100	8,500	.....	12,550	3,281	.....	.....	750	7,745	.....	470,067	235,067
.....	.....	1,423	.....	2,008	6,272	.....	.....	.....	4,853	.....	334,841	167,041
229,629	1,281,785	151,492	386	222,494	1,209,128	200	.....	14,752	848,164	.....	8,612,971	4,306,971
.....	.....	100	.....	1,990	133	.....	.....	.....	950	.....	1,253,298	626,128
8,020	4,100	14,065	.....	40,541	8,731	.....	.....	545	33,788	.....	8,327,026	4,163,102
21,856	32,699	1,744,259	84,275	1,663,713	2,994,926	1,722,950	458,008	326,325	388,035	.....	38,561,507	19,280,107
1,800	60,830	8,015	650	23,049	18,234	.....	.....	170,000	85,182	.....	5,508,117	2,754,002
700	.....	15,603	.....	18,421	4,098	.....	5,190	306,095	144,154	.....	2,614,093	1,307,093
65,986	40,000	18,190	.....	52,791	29,472	.....	.....	20,000	110,034	.....	5,942,628	2,971,028
7,550	328,362	11,795	327	75,069	32,478	.....	.....	460,835	24,425	.....	1,850,215	925,015
43,106	543,325	89,249	388	130,870	43,035	.....	.....	21,880	173,929	.....	1,640,955	820,055
62,000	1,163,450	13,856	.....	20,038	2,124	.....	.....	9,000	14,988	.....	2,952,986	1,476,986
.....	.....	18,990	.....	1,625	4,900	.....	.....	.....	9,500	.....	1,410,859	705,059
550,720	849,030	315,621	23,223	341,927	236,813	300	.....	4,247,808	818,092	.....	23,622,005	11,811,005
.....	.....	1,765	.....	61,290	2,887	.....	.....	81,150	65,852	.....	1,098,832	549,032
.....	.....	.....	.....	764	232	.....	.....	.....	4,887	.....	924,871	462,971
609,349	1,242,720	7,563,552	173,403	8,830,726	14,170,983	144,845	620,000	963,906	1,975,005	.....	69,097,263	34,548,126
800	160,000	42,343	2,811	34,264	28,995	.....	.....	53,762	150,816	.....	6,446,479	3,223,079
60,000	1,266,500	17,679	.....	21,451	29,195	.....	.....	20,035	45,054	.....	6,954,128	3,477,028
.....	.....	1,590	.....	3,420	7,558	.....	.....	460	6,571	.....	4,893,083	2,446,083
.....	.....	.....	.....	1,674	2,640	.....	.....	.....	1,345	.....	945,400	472,100
18,690	169,235	1,103,288	66,420	2,378,992	4,015,008	61,545	.....	974,885	897,823	.....	23,107,764	11,553,104
2,900	200	21,144	.....	31,678	7,842	.....	.....	317,100	200	.....	2,398,871	1,199,071
40,000	.....	1,275	155	4,530	7,806	.....	.....	600	10,220	.....	2,261,425	1,130,425
4,400	1,085,810	174,126	42,395	242,335	533,935	18,545	84,800	141,382	527,435	.....	12,894,516	6,447,016
.....	80,000	22,140	.....	6,583	4,107	.....	.....	.....	53,303	.....	1,629,610	814,010
700	495	65,550	350	25,621	39,762	.....	.....	.....	80,773	.....	40,314,807	20,157,007
.....	700	91,772	20	54,330	25,250	325	.....	.....	2,000	.....	19,637,797	9,818,797
6,930,284	98,172,275	27,920,231	8,695,738	75,813,702	117,826,823	21,978,841	14,346,462	61,917,591	47,018,283	118,845	1,076,800,824	528,400,024

## REPORT OF TONNAGE FORWARDED, BY STATIONS, FOR THE FOUR YEARS ENDING DECEMBER 31, 1884.

STATIONS	Total Weight for Fiscal Year ending July 31, 1881.	Total Weight for Fiscal Year ending July 31, 1882.	Total Weight for Fiscal Year ending July 31, 1883.	Total Weight for Fiscal Year ending Dec'r 31, 1884.
Galveston . . . . .	103,436 <sup>0563</sup>	123,822 <sup>0343</sup>	101,397 <sup>1431</sup>	119,217 <sup>0249</sup>
Virginia Point . . . . .				1,655 <sup>1227</sup>
Hitchcock . . . . .	1,632 <sup>0671</sup>	1,178 <sup>0343</sup>	994 <sup>1224</sup>	1,115 <sup>0868</sup>
Alvin . . . . .		1,499 <sup>0923</sup>	2,049 <sup>1426</sup>	8,488 <sup>1291</sup>
Houston . . . . .	87,579 <sup>1323</sup>	60,302 <sup>1949</sup>	1,449 <sup>1829</sup>	43,511 <sup>1698</sup>
Clear Lake . . . . .	4,278 <sup>2100</sup>	6,304 <sup>2124</sup>	1,529 <sup>2290</sup>	1,341 <sup>0144</sup>
Thompsons . . . . .		4,129 <sup>0409</sup>	3,279 <sup>0816</sup>	6,372 <sup>0723</sup>
Richmond.. . . .	648 <sup>1623</sup>	1,674 <sup>0669</sup>	1,743 <sup>0153</sup>	3,584 <sup>1418</sup>
Rosenberg . . . . .	10,643 <sup>1250</sup>	20,514 <sup>1427</sup>	117,804 <sup>1459</sup>	109,410 <sup>0852</sup>
Wallis . . . . .	150 <sup>1029</sup>	330 <sup>1296</sup>	232 <sup>1499</sup>	525 <sup>1164</sup>
Sealy . . . . .	1,789 <sup>1100</sup>	2,213 <sup>0467</sup>	1,972 <sup>0255</sup>	1,937 <sup>1026</sup>
Millheim . . . . .			13,058 <sup>1070</sup>	12,541 <sup>0262</sup>
Bellville . . . . .	2,066 <sup>1010</sup>	2,065 <sup>0923</sup>	2,797 <sup>0746</sup>	4,632 <sup>0000</sup>
Kenney . . . . .	289 <sup>1596</sup>	501 <sup>1202</sup>	889 <sup>1226</sup>	701 <sup>1459</sup>
Brenham . . . . .	7,933 <sup>1860</sup>	10,821 <sup>0823</sup>	20,301 <sup>1445</sup>	18,481 <sup>0654</sup>
Gay Hill . . . . .	9,630 <sup>1543</sup>	16,278 <sup>0296</sup>	39,560 <sup>1128</sup>	14,089 <sup>1446</sup>
Somerville . . . . .			1,635 <sup>1703</sup>	948 <sup>0286</sup>
Lyons . . . . .	8,159 <sup>0241</sup>	13,979 <sup>0823</sup>	1,419 <sup>0622</sup>	2,731 <sup>1186</sup>
Caldwell . . . . .	7,119 <sup>0522</sup>	5,195 <sup>1901</sup>	4,186 <sup>1743</sup>	7,763 <sup>1123</sup>
Yellow Prairie . . . . .	001 <sup>175</sup>	59 <sup>1540</sup>	137 <sup>1964</sup>	133 <sup>0645</sup>
Milano Junction . . . . .	4,330 <sup>1605</sup>	18,562 <sup>1200</sup>	3,312 <sup>1720</sup>	7,445 <sup>1222</sup>
Cameron . . . . .	2,705 <sup>0220</sup>	4,669 <sup>1172</sup>	3,995 <sup>0224</sup>	5,533 <sup>0791</sup>
Buckholts . . . . .		102 <sup>80</sup>	54 <sup>1486</sup>	175 <sup>0024</sup>
Rogers . . . . .	1,336 <sup>0233</sup>	300 <sup>1904</sup>	738 <sup>0214</sup>	671 <sup>0279</sup>
Heidenheimer . . . . .	14 <sup>1000</sup>	197 <sup>1624</sup>	510 <sup>1116</sup>	617 <sup>1484</sup>
Temple . . . . .	3,792 <sup>1213</sup>	4,415 <sup>1224</sup>	10,135 <sup>0182</sup>	9,472 <sup>1272</sup>
Belton . . . . .	2,100 <sup>0722</sup>	7,850 <sup>0592</sup>	6,579 <sup>0246</sup>	6,852 <sup>0872</sup>
Warren . . . . .				243 <sup>1844</sup>
Killeen . . . . .		66 <sup>1477</sup>	489 <sup>0274</sup>	360 <sup>0110</sup>
Copperas Cove . . . . .			296 <sup>1057</sup>	235 <sup>0067</sup>
Kempner . . . . .		51 <sup>0292</sup>	118 <sup>0692</sup>	167 <sup>0841</sup>
Lampasas . . . . .		377 <sup>1061</sup>	3,342 <sup>0083</sup>	4,306 <sup>0971</sup>
Pendleton . . . . .				626 <sup>1292</sup>
Moody . . . . .		1,724 <sup>1222</sup>	2,280 <sup>1727</sup>	4,163 <sup>1026</sup>
McGregor . . . . .		2,268 <sup>1154</sup>	18,338 <sup>0767</sup>	19,280 <sup>1507</sup>
Crawford . . . . .		1,837 <sup>1245</sup>	2,456 <sup>0949</sup>	2,754 <sup>0117</sup>
Valley Mills . . . . .		4,491 <sup>1210</sup>	683 <sup>0703</sup>	1,307 <sup>0093</sup>
Clifton . . . . .		763 <sup>0812</sup>	1,144 <sup>0785</sup>	2,971 <sup>0622</sup>
Meridian . . . . .		2,596 <sup>1071</sup>	482 <sup>1475</sup>	925 <sup>0215</sup>
Morgan . . . . .		2,349 <sup>1022</sup>	908 <sup>0422</sup>	820 <sup>0955</sup>
Kopperl . . . . .		9,454 <sup>0772</sup>	642 <sup>1216</sup>	1,476 <sup>0926</sup>
Blum . . . . .		162 <sup>1922</sup>	257 <sup>1426</sup>	705 <sup>0862</sup>
Cleburne . . . . .		2,605 <sup>1221</sup>	5,484 <sup>0092</sup>	11,811 <sup>1005</sup>
Caddo Peak . . . . .		297 <sup>1222</sup>	111 <sup>1249</sup>	549 <sup>0822</sup>
Crowley . . . . .		95 <sup>0442</sup>	41 <sup>720</sup>	462 <sup>0871</sup>
Fort Worth . . . . .		6,706 <sup>1022</sup>	12,995 <sup>1227</sup>	34,548 <sup>1223</sup>
Alvarado . . . . .			1,390 <sup>1092</sup>	3,223 <sup>0472</sup>
Midlothian . . . . .			652 <sup>0764</sup>	3,477 <sup>0122</sup>
Cedar Hill . . . . .			1,380 <sup>0041</sup>	2,446 <sup>1622</sup>
Duncanville . . . . .			8,609 <sup>0279</sup>	472 <sup>1400</sup>
Dallas . . . . .				11,553 <sup>1744</sup>
Clay . . . . .			272 <sup>0992</sup>	1,199 <sup>0871</sup>
Allenfarm . . . . .				1,130 <sup>1422</sup>
Navasota . . . . .		262 <sup>1164</sup>	2,656 <sup>0615</sup>	6,447 <sup>0516</sup>
Yarborough . . . . .				814 <sup>1610</sup>
Plantersville . . . . .		2,689 <sup>1922</sup>	18,012 <sup>0065</sup>	20,157 <sup>0807</sup>
Montgomery . . . . .		1,503 <sup>0166</sup>	8,013 <sup>1094</sup>	9,818 <sup>1797</sup>
Total . . . . .	259,639 <sup>1655</sup>	347,176 <sup>1716</sup>	432,791 <sup>1923</sup>	538,400 <sup>0824</sup>

## CLASSIFICATION OF TONNAGE FORWARDED, BY FISCAL YEARS.

CLASSIFICATION.	July 31, 1881.	July 31, 1882.	July 31, 1883.	Dec'r 31, 1884.
Lumber, Laths and Shingles . . . . .	44,580,282	100,510,024	215,155,713	216,120,982
Meats . . . . .	5,057,863	3,645,165	3,425,579	11,815,568
Hides and Tallow . . . . .	1,578,896	961,119	4,745,913	10,628,658
Wool . . . . .	3,857,441	3,765,536	2,386,066	2,876,860
<b>Bales of Cotton . . . . .</b>	<b>288,187</b>	<b>184,037</b>	<b>302,954</b>	<b>391,535</b>
Pounds of Cotton . . . . .	144,531,991	92,055,366	152,948,136	197,721,591
Flour and Meal . . . . .	7,822,374	12,126,977	15,663,834	24,316,157
Wheat and Barley . . . . .	1,206,444	8,132,827	7,090,721	18,210,593
Corn . . . . .	5,271,778	5,221,048	4,154,376	19,218,245
Hay, Oats and Mill Feed . . . . .	4,235,981	11,618,811	10,536,747	25,371,719
Cotton Seed, Oil and Cake . . . . .	8,317,815	14,687,410	58,832,801	58,801,786
Fruits and Vegetables . . . . .	6,021,936	1,776,051	6,155,795	11,679,600
Horses and Mules . . . . .	1,104,332	972,334	2,446,265	6,930,284
Cattle, Sheep and Hogs . . . . .	6,845,795	12,416,985	50,575,153	98,172,275
Manufactures . . . . .	18,502,085	9,227,532	16,136,492	27,920,231
Bagging and Ties . . . . .	7,411,142	7,587,410	9,730,258	8,695,738
Dry Goods and Notions . . . . .	31,788,788	24,641,121	46,854,444	75,813,702
Groceries . . . . .	52,418,280	62,542,517	81,202,417	117,826,823
Salt . . . . .	9,817,883	15,463,095	16,418,568	21,278,841
Minerals . . . . .	23,763,825	39,500,786	88,916,440	61,917,581
Railroad Material . . . . .	134,547,235	248,883,921	61,367,875	14,346,462
Government Freight . . . . .	597,481	397,533	350,165	118,845
Miscellaneous Freight . . . . .	. . . . .	18,219,248	10,490,225	47,018,283
<b>Total Weight in Pounds . . . . .</b>	<b>519,279,647</b>	<b>694,353,716</b>	<b>865,583,983</b>	<b>1,076,800,824</b>
<b>Total Weight in Tons . . . . .</b>	<b>259,639</b>	<b>347,176</b>	<b>432,792</b>	<b>538,400</b>

## STATEMENT OF EARNINGS AND EXPENSES.

	July 31, 1881.	July 31, 1882.	July 31, 1883.	Dec. 31, 1884.
<b>EARNINGS—</b>				
Passenger Receipts . . . . .	\$105,587 21	\$201,289 24	\$333,574 23	\$542,240 57
Freight Receipts . . . . .	645,843 40	978,945 94	1,578,118 70	2,037,918 99
Mail Service . . . . .	6,089 95	19,139 50	27,204 64	48,220 35
Express Service . . . . .	7,100 00	12,400 00	20,142 50	36,704 00
Telegraph Receipts . . . . .	2,883 22	8,609 14	13,274 88	26,500 67
Miscellaneous Receipts . . . . .	9,940 27	30,689 39	96,642 74	89,624 08
<b>Total . . . . .</b>	<b>777,435 05</b>	<b>1,251,073 21</b>	<b>2,068,957 69</b>	<b>2,781,208 66</b>
<b>OPERATING EXPENSES—</b>				
Conducting Transportation . . . . .	\$253,430 76	\$355,586 76	\$515,676 35	\$741,708 95
Motive Power . . . . .	148,666 27	243,132 27	436,409 12	770,730 51
Maintenance of Cars . . . . .	26,527 31	63,329 45	112,474 23	153,421 23
Maintenance of Way . . . . .	76,280 15	117,422 66	182,038 90	525,470 28
General Expense . . . . .	18,799 52	31,484 17	43,292 51	96,755 86
<b>Total . . . . .</b>	<b>523,684 01</b>	<b>810,955 31</b>	<b>1,289,891 11</b>	<b>2,288,086 83</b>
<b>NET EARNINGS . . . . .</b>	<b>\$253,751 04</b>	<b>\$440,117 90</b>	<b>\$779,066 58</b>	<b>\$493,121 83</b>

## STATISTICAL TRAFFIC REPORT.

ACCOUNTS.	July 31, 1881.	July 31, 1882.	July 31, 1883.	Dec'r 31, 1884.
<b>FREIGHT TRAFFIC.</b>				
Freight Earnings . . . . .	\$645,834 40	\$978,945 94	\$1,578,118 70	\$2,037,918 99
Tons Freight Carried . . . . .	<b>259,639</b>	<b>347,176</b>	<b>432,792</b>	<b>538,400</b>
Average Mileage per Ton . . . . .	101 <sup>4</sup>	115 <sup>1</sup>	146	153
Earnings per Ton . . . . .	\$2 48 <sup>7</sup>	\$2 82	\$3 64	\$3 79
Tons Carried One Mile . . . . .	26,320,442	39,961,051	63,066,544	82,404,978
Earnings per Ton per Mile . . . . .	02 <sup>5</sup>	02 <sup>5</sup>	02 <sup>5</sup>	02 <sup>5</sup>
Mileage of Freight Cars . . . . .	4,237,436	7,299,426	11,292,878	16,477,952
Milage of Freight Trains . . . . .	255,817	462,733	760,176	1,094,163
Earnings per Train Mile . . . . .	\$2 52 <sup>4</sup>	\$211 <sup>5</sup>	\$2 08	\$1 86
Miles of Road Operated . . . . .	212	361 <sup>4</sup>	493	536
Revenue per Mile of Road . . . . .	\$3,046 39	\$2,709 88 <sup>4</sup>	\$3,201 05	\$3,802 09
<b>PASSENGER TRAFFIC.</b>				
<i>Local—</i>				
Revenue . . . . .	\$90,992 70	\$175,068 98	\$276,878 00	\$453,689 07
No. Passengers Carried . . . . .	<b>55,663</b>	<b>100,731</b>	<b>221,098</b>	<b>362,369</b>
No. Passengers Carried 1 Mile . . . . .	3,204,103	5,324,153	9,578,953	15,941,167
Av. Mileage per Passenger . . . . .	57 <sup>5</sup>	52 <sup>8</sup>	43 <sup>3</sup>	44
Revenue per Passenger per Mile . . . . .	02 <sup>8</sup>	03 <sup>3</sup>	02 <sup>8</sup>	02 <sup>8</sup>
<i>Foreign—</i>				
Revenue . . . . .	\$14,594 51	\$26,220 26	\$56,696 23	\$88,551 50
No. Passengers Carried . . . . .	<b>6,622</b>	<b>8,875</b>	<b>23,336</b>	<b>39,472</b>
No. Passengers Carried 1 Mile . . . . .	621,473	771,043	2,209,446	3,798,191
Av. Mileage per Passenger . . . . .	93 <sup>3</sup>	86 <sup>9</sup>	94 <sup>6</sup>	96 <sup>2</sup>
Revenue per Passenger per Mile . . . . .	02 <sup>8</sup>	03 <sup>4</sup>	02 <sup>5</sup>	02 <sup>8</sup>
<i>Total Passengers.</i>				
Revenue . . . . .	\$105,587 21	\$201,289 24	\$333,574 23	\$542,240 57
No. Passengers Carried . . . . .	<b>62,285</b>	<b>109,606</b>	<b>244,434</b>	<b>401,861</b>
No. Passengers Carried 1 Mile . . . . .	3,825,584	6,095,196	11,788,399	19,659,288
Av. Mileage per Passenger . . . . .	61 <sup>4</sup>	55 <sup>6</sup>	48 <sup>3</sup>	48 <sup>3</sup>
Revenue per Passenger per Mile . . . . .	02 <sup>8</sup>	03 <sup>3</sup>	02 <sup>8</sup>	02 <sup>7</sup>
Mileage of Passenger Cars . . . . .	630,356	876,396	1,499,071	2,820,227
Mileage of Passenger Trains . . . . .	210,138	278,474	394,585	666,748
Earnings per Train Mile . . . . .	50 <sup>3</sup>	72 <sup>3</sup>	84 <sup>6</sup>	81 <sup>3</sup>
Miles of Road Operated . . . . .	212	361 <sup>4</sup>	493	536
Revenue per Mile of Road . . . . .	\$498 05	\$557 20	\$676 62	\$1,011 64
Gross Earnings per Mile . . . . .	\$3,667 15	\$2,463 17 <sup>8</sup>	\$4,196 67	\$5,188 82
Operating Expenses per Mile . . . . .	2,470 21	2,244 85 <sup>8</sup>	2,616 41	4,268 82
Net Earnings per Mile . . . . .	1,196 94	1,218 32	1,580 25	920 00
Proportion of Expenses to Earnings (Per Cent.) . . . . .	67 <sup>4</sup>	66 <sup>6</sup>	62 <sup>3</sup>	82



## Apportionment of Earnings, Expenses, Receipts and

### GROSS EARNINGS—

Passenger Receipts . . . . .	\$542,240	57
Freight Receipts . . . . .	2,037,918	99
Mail Service . . . . .	48,220	35
Expressage . . . . .	36,704	00
Telegraph Receipts . . . . .	26,500	67
Miscellaneous Receipts . . . . .	89,549	44
Car Service . . . . .	74	64
	\$2,781,208	66
	\$2,781,208	66
Balance (net earnings credited to income) . . . . .		493,121 83

### AMOUNTS TRANSFERRED TO INCOME—

W. J. Jones . . . . .	26	00
O. A. Seward . . . . .	1	75
		27 75
Company Lands . . . . .		249,387 00
Balance . . . . .		413,001 88
		\$1,155,588 46

### BONDED DEBT—SECOND MORTGAGE—

Sale of 1608 Second Mortgage Bonds of \$1000 each, as follows :

711 Bonds at \$900 . . . . .	\$639,900	00
897 Bonds at \$850 . . . . .	762,450	00
	\$1,402,350	00
	\$1,402,350	00
Balance brought down . . . . .		\$384,347 87

Bond Coupons, Second Mortgage, outstanding . . . . .	\$840	00
Fuel in Stock Decreased . . . . .	162,105	35
Bills Receivable Decreased . . . . .	16,046	98
Treasurer's Balance Decreased . . . . .	28,396	25
Unpaid Wages Increased . . . . .	75	27
	\$591,811	22
	\$591,811	22



## Disbursements for Seventeen Months Ending Dec. 31, 1884.

## OPERATING EXPENSES—

Conducting Transportation . . . . .	\$741,708 95	
Motive Power . . . . .	770,730 51	
Maintenance of Cars . . . . .	153,421 28	
Maintenance of Way . . . . .	525,470 28	
General Expenses . . . . .	96,755 86	—\$2,288,086 83
Balance . . . . .		493,121 83

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\$2,781,208 66

## PAYMENTS FROM INCOME—

Interest on Bonded Debt . . . . .	563,666 84
State, County and Municipal Taxes . . . . .	41,765 68
Insurance on Company Property . . . . .	39,809 80
Dividends, 8 per cent. Capital Stock . . . . .	364,800 00

## BALANCES TRANSFERRED TO INCOME—

For sundry items, including reduction on fuel, stores and material on hand to actual cash value, and losses by fire on cotton, etc., all occurring previous to 1884 . . . . .	145,496 14
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\$1,155,538 46

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Balance brought down . . . . .

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\$418,001 88

## AMOUNT EXPENDED IN CONSTRUCTION OF ROAD—

Charter Privileges . . . . .	\$2,866 77	
Real Estate . . . . .	30,054 34	
Graduation . . . . .	57,359 83	
Bridging . . . . .	66,466 90	
Superstructure . . . . .	125,520 30	
Station Buildings . . . . .	36,839 31	
Equipment . . . . .	184,559 63	
Engineering . . . . .	7,999 76	
General Expenses . . . . .	66,907 51	578,078 85

Balance—Chicago, Tex. & Mex. Cent. R'y . . . . .	1,776 95
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“ Central Montgomery Railway . . . . .	1,157 54
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Construction of Telegraph Line . . . . .	23,890 81
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Exc. 62 Second Mortgage Bonds sold in New York . . . . .	111 60
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Balance . . . . .	384,347 37
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\$1,402 850 00

Material and Stores Increased . . . . .	\$10,622 08
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Pay Rolls and Audited Vouchers Decreased . . . . .	52,020 78
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Station Masters and Clerks Increased . . . . .	472 08
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## CONNECTING ROADS—

Freight Account . . . . .	\$10,044 07	
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Passenger Account . . . . .	1,760 79	
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Car Service Account . . . . .	1,494 36	13,299 22
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Sundry Debtors Increased . . . . .	147,301 61
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Sundry Creditors Decreased . . . . .	87,020 71
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Renewal of Rails and Fastenings—Steel . . . . .	260,951 69
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Galveston Wharf Property increased . . . . .	3,708 10
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Bond Coupons, First Mortgage, Decreased . . . . .	16,415 00
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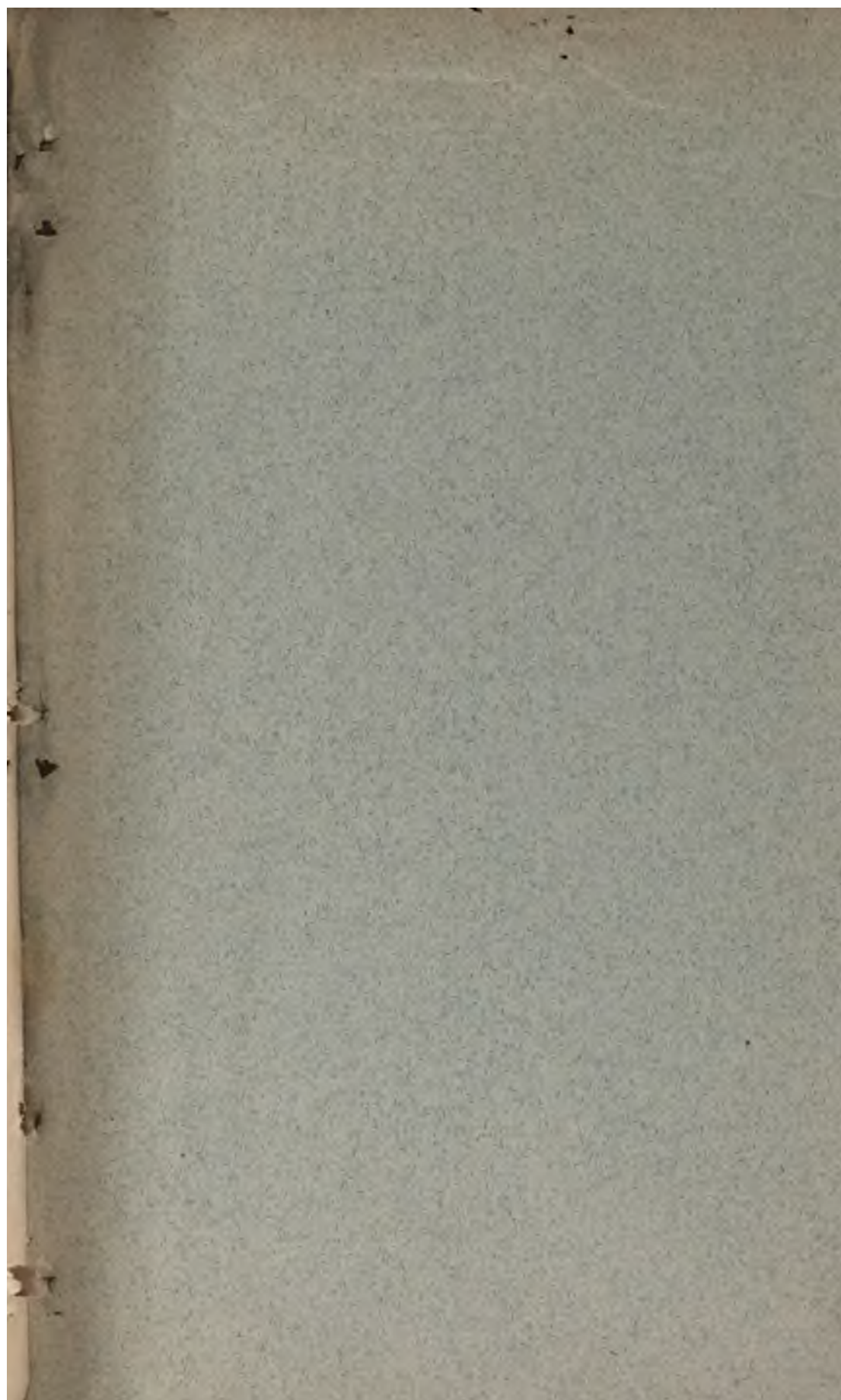
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\$591,811 22





(9-7-87)

